

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
2222 Cuming Street, Omaha
(402) 444-6866

BOARD OF DIRECTORS MEETING
Thursday, September 29, 2016
1:30 p.m.

AGENDA

This meeting of the Metropolitan Area Planning Agency Board of Directors will be conducted in compliance with the Nebraska Statutes of the Open Meeting Act. For reference, the Open Meeting Act is posted on the wall of the Board Room.

- A. ROLL CALL / INTRODUCTIONS
- B. BOARD MINUTES of the August 31, 2016 meeting. (ACTION)
- C. FINANCE COMMITTEE MINUTES of the September 21, 2016 meeting. (ACTION)
- D. AGENCY REPORTS & PRESENTATIONS – (INFO)
 - 1. Build Nebraska Act Presentation – Brandie Neeman, NDOR Planning and Project Development Manager
 - 2. Executive Director’s Report
 - a. Monthly Report
 - 3. Heartland 2050 Report
- E. PUBLIC COMMENTS – See Footnote
- F. CONSENT AGENDA – (ACTION)

Any individual item may be removed by a Board Member for special discussion and consideration. Unless there is an exception, these items will be approved as one with a single vote of the Board of Directors.

- 1. CONTRACT FINAL PAYMENTS – Douglas County GIS – NIROC Project - \$8,000
- 2. CONTRACT AMENDMENTS – Heartland Family Services – Extension of Time

G. OLD BUSINESS

1. TTAC SURFACE TRANSPORTATION BLOCK GRANT PROGRAM POLICY GUIDE (STPBG) AMENDMENT – (ACTION)

The Board will consider approval for sub-allocation of Surface Transportation Program Block Grant (STPBG) funding to the Heartland 2050 program for projects submitted and approved annually through the TIP process. This process will be included as part of the TTAC Surface Transportation Block Grant Program policy guide.

H. NEW BUSINESS

1. CONFLICT OF INTEREST STATEMENT – (ACTION)

The Board will consider the recommendation that each board member read and sign the Conflict of Interest Disclosure Form for LPAs annually.

I. ADDITIONAL BUSINESS

J. DISCUSSION

K. ADJOURNMENT

Future Meetings:

Council of Officials Annual Dinner – Bellevue, NE - Wednesday, October 5, 2016

Finance Committee: Wednesday, October 19, 2016

Board of Directors: Thursday, October 27, 2016

* Individuals interested in addressing the MAPA Board of Directors during the Public Comment period about agenda items should identify themselves by name and address before speaking. Individuals interested in addressing the MAPA Board of Directors regarding non-agenda items must sign the request to speak list located in the Board Room prior to the beginning of the meeting.

Requests to speak may also be made to MAPA in writing by regular U.S. mail or email (mapa@mapacog.org) provided that requests are received by close of business on the day prior to the meeting. Speakers will be limited to three minutes. The presiding officer shall have authority to limit discussion or presentation by members and non-members of the Board of Directors or to take other appropriate actions necessary to conduct all business in an orderly manner.



**OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
BOARD OF DIRECTORS REGULAR MEETING**

Minutes
August 31, 2016

The Board of Directors met at the MAPA offices, 2222 Cuming Street, Omaha. Chairwoman Sanders called the meeting to order at 1:30 p.m.

A. ROLL CALL/INTRODUCTIONS

Members/Officers

Present

Patrick Bloomingdale	MAPA Secretary/Treasurer, Douglas County
Ben Gray	Omaha City Council
Ron Kohn	IA Small Cities/Counties Representative (Mills County Board of Supervisors)
Tom Richards	Sarpy County Commissioner
Rita Sanders	Mayor, City of Bellevue
Jean Stothert (arrived @1:35 p.m.)	Mayor, City of Omaha

Members/Officers Absent

Clare Duda	Douglas County Commissioner
Tom Hanafan	Pottawattamie County Board of Supervisors
Doug Kindig	NE Small Cities/Counties Representative (Mayor, City of La Vista)
Matt Walsh	Mayor, City of Council Bluffs

Guests

John Yochum	City of Ralston
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MAPA Staff

Court Barber	Christina Brownell	Sue Cutsforth	Lynn Dittmer
Melissa Engel	Michael Felschow	Mike Helgerson	Karna Loewenstein
Patti McCoy	Megan Walker	Greg Youell	

Chairwoman Sanders requested approval from the Board of Directors to amend the agenda to add an additional item as emergency business under Item I: Additional Business – 2040 Long Range Transportation Plan (LRTP) Amendment #4 Public Comment Period.

MOTION by Bloomingdale, SECOND by Gray to approve the amendment to the agenda with the addition of Item I: 2040 Long Range Transportation Plan (LRTP) Amendment #4 Public Comment Period.

AYES: Bloomingdale, Gray, Kohn, Richards, Sanders

NAYS: None.

ABSTAIN: None.

MOTION CARRIED.

B. APPROVAL OF THE MINUTES of the July 28, 2016 meeting – (Action)

MOTION by Gray, SECOND by Kohn to approve the minutes of the July 28, 2016 meeting of the Board of Directors.

AYES: Bloomingdale, Gray, Kohn, Richards, Sanders

NAYS: None.

ABSTAIN: None.

MOTION CARRIED.

Approved by _____
Patrick Bloomingdale, Secretary/Treasurer

C. APPROVAL OF FINANCE COMMITTEE MINUTES AND REPORT – (Action)

Mr. Patrick Bloomingdale reported that the Finance Committee met on August 17, 2016 and approved bills for July, reviewed June financial statements and approved contract payments. Items were forwarded to the Board of Directors for approval.

MOTION by Richards, SECOND by Gray to approve the minutes of the August 17, 2016 Finance Committee meeting.

AYES: Bloomingdale, Gray, Kohn, Richards, Sanders

NAYS: None.

ABSTAIN: None.

MOTION CARRIED.

D. AGENCY REPORTS

1. Monthly Report – (Info)

Mr. Greg Youell provided an update to the Board on MAPA activities for the month of August. The Little Steps Big Impact program is traveling to schools in the area to teach grade school classes about air quality and the impacts of ground-level ozone. Classes are given hand-held monitors that detect ozone levels which they use to monitor during student pick up times. An event was held on August 18th at the Mall of the Bluffs to celebrate the signing of the Traffic Incident Management Memorandum of Understanding (MOU). Some MAPA staff members participated in a public participation workshop that was sponsored by the Douglas County Health Department. Mr. Youell and Ms. Loewenstein attended a half-day workshop that was held for senior level staff and a full five-day training was held for staff in June and August. Mr. Youell along with Jeff Spiehs and Zack Mannheimer will be on KETV's Chronicle show on Sunday, September 3rd to talk about walkable communities. Mr. Youell acknowledged two staff members, Patti McCoy and Lynn Dittmer for 10 years of service at MAPA.

2. Heartland 2050 Report – (Info)

Ms. Karna Loewenstein provided an update to the Board on Heartland 2050 (H2050) activities. The Summer Summit was a success and there were 315 in attendance. There were 80 attendees at the reception the night before and a luncheon was held at City Hall in Omaha after the Summit with representatives from the City of Omaha, Douglas County and Mr. Speck in attendance. Ms. Loewenstein announced that H2050 would be kicking off the first of the Speaker Series in September with Mr. Zach Mannheimer. Mr. Mannheimer was instrumental in starting the Des Moines Social Club. The event will include walkability and begins with check-in at No More Empty Cups on 10th Street and will include a 0.7 walk to Bancroft Street Market with interactive happenings along the way. Upon arriving at the Market, registered attendees will have a \$5 voucher for food trucks and two drink tickets at check in. Mr. Mannheimer will then speak to the group about the H2050 project. Staff is planning a learning visit to Salt Lake City, October 19 – 21. A team of 20 people will get to see and experience Salt Lake City's robust transit system and get a first-hand look at a successful regional planning effort, Envision Utah.

3. Conflict of Interest Statement – Jennifer Taylor, Assistant City Attorney of the City of Omaha

Ms. Taylor presented the Conflict of Interest Disclosure Form to the Board of Directors. Ms. Taylor's presentation was to provide an explanation to the Board of the concept of "Conflict of Interest" and to answer any questions regarding the disclosure form and participation on the Board. Two things that should be considered when looking at conflict of interest is that whether or not the representative, as a member of the Board or agency, has a personal or financial interest in a contract or a business that has a contract that is coming before the Board for a vote. Conflict of interest is not whether or not the board member has an interest that is representative of the official's city government or branch of government that is shared with the public as a whole. Conflict of interest is whether or not the individual themselves has an interest in a business (or a family member has an interest in a business) that would personally or financially benefit from an award of a contract for goods or services from the agency. If that is the case, then the member would need to disclose the conflict and likely recuse themselves from deliberations or voting on any award for a contract. Ms. Taylor stated that if you feel as if you have a conflict, at the very least, you should disclose it. If you have a question as

to whether or not you have a conflict and whether or not you should disclose, you should at least ask someone. If it is something that cannot be determined by the legal department through the state statutes, a request will then be sent to the Professional Accountability Disclosure Commission and they will give an opinion. It was requested by the agency that all Board Members review the "Conflict of Interest Guidance Document" found on the NDOR website and the conflict of interest laws listed in the "Public Accountability and Disclosures Act". Section 49-1401 to 1444 are the definitions in that act and would assist in determining whether or not someone qualifies as a Public Official. Section 49-1493 to 14,104 list the conflict of interest statutes. Mr. Youell stated that MAPA will be bringing this policy to the Board for approval in September to add the Conflict of Interest statement to our policies.

E. PUBLIC COMMENT –

None.

F. CONSENT AGENDA –

1. Contract Final Payments –

- a. Douglas County GIS - \$21,453.27
- b. The New BLK - \$7,560.00
- c. TripSpark - \$13,536.00
- d. Metro - \$22,422.90
- e. Black Hills Works – not to exceed \$8,729.00

2. Contract Amendments – Black Hills Works – Increase to \$56,166 (a \$5,000 increase)

MOTION by Richards, SECOND by Stothert to approve all items listed on the Consent Agenda.

AYES: Bloomingdale, Gray, Kohn, Richards, Sanders, Stothert

NAYS: None.

ABSTAIN: None.

MOTION CARRIED

G. OLD BUSINESS

1. Sarpy County Sewer Study – (Action)

Mr. Greg Youell presented to the Board for approval of \$10,000 support towards the Sarpy County Sewer Study. The first phase of the study is complete and they are now looking at moving forward with the second phase of the study. Mr. Youell mentioned that there have been some questions as to whether or not the 2nd Phase of the study will move forward and noted that MAPA will not release the funds until the agency knows with certainty that the 2nd phase is moving forward.

MOTION by Gray, SECOND by Stothert to approve \$10,000 of support to the Sarpy County Sewer Study.

AYES: Bloomingdale, Gray, Kohn, Richards, Sanders, Stothert

NAYS: None.

ABSTAIN: None.

MOTION CARRIED.

2. 2040 Long Range Transportation Plan (LRTP) Amendment #3 – (Action)

Mr. Helgeson presented amendment LRTP Amendment #3 to the Board for approval. The amendment includes changes to 8 NDOR projects and one City of Omaha project.

MOTION by Kohn, SECOND by Stothert to approve LRTP Amendment #3.

AYES: Bloomingdale, Gray, Kohn, Richards, Sanders, Stothert
NAYS: None.
ABSTAIN: None.
MOTION CARRIED.

3. FY 2016 – 2017 Transportation Improvement Program (TIP) Amendment #13 –

Mr. Mike Helgerson presented the FY 2016 – 2019 TIP amendment #13 to the Board for approval. The amendment will ensure that the changes listed in the LRTP are listed in the TIP to ensure the documents are consistent. There is an additional change to 2014 Omaha Resurfacing Package, this project was paid for with local funds in 2014. The city resurfaced a number of federal-aid eligible roadways making them eligible for reimbursement at a later date when funding was available. There is funding available at this time so those funds will be provided to the City of Omaha.

MOTION by Gray, SECOND by Stothert to approve the FY 2016 – 2019 Transportation Improvement Program (TIP) Amendment #13.

AYES: Bloomingdale, Gray, Kohn, Richards, Sanders, Stothert
NAYS: None.
ABSTAIN: None.
MOTION CARRIED.

4. Purchasing Procedure Policy –

Mr. Youell presented the updated Purchasing Procedure Policy to the Board for approval. MAPA worked with Douglas County to better distinguish competitive bidding and the purchase of ‘goods and non-professional services’ versus ‘professional services’. The policy followed Nebraska State Purchasing closely.

MOTION by Richards, SECOND by Gray to approve amended Purchasing Procedure Policy.

AYES: Bloomingdale, Gray, Kohn, Richards, Sanders, Stothert
NAYS: None.
ABSTAIN: None.
MOTION CARRIED.

H. NEW BUSINESS

1. Travel – (Action)

Mr. Youell presented to the Board for approval a travel request for a team of 20 to travel to Salt Lake City, Utah in October for the Heartland 2050 project. The agency would contribute \$5,000 from transportation funds and the remaining \$25,000 would come from the Peter Kiewit Foundation and Iowa West Foundation grants.

MOTION by Kohn, SECOND by Stothert to approve travel to Salt Lake City, Utah.

AYES: Bloomingdale, Gray, Kohn, Richards, Sanders, Stothert
NAYS: None.
ABSTAIN: None.
MOTION CARRIED.

I. ADDITIONAL BUSINESS

1. Long Range Transportation Plan (LRTP) Amendment #4 – (Action)

Ms. Megan Walker presented to the Board for approval LRTP Amendment #4 to go to a 30-day public comment period.

MOTION by Gray, SECOND by Kohn to approve the LRTP Amendment 30-day public comment period.

AYES: Bloomingdale, Gray, Kohn, Richards, Sanders, Stothert

NAYS: None.

ABSTAIN: None.

MOTION CARRIED.

J. DISCUSSION

None.

K. ADJOURNMENT

Chairwoman Sanders adjourned the meeting at 2:05 p.m.

METROPOLITAN AREA PLANNING AGENCY

2222 Cuming Street
Omaha NE 68102-4328
Finance Committee
September 21, 2016

The MAPA Finance Committee met September 21, 2016, in the MAPA conference room. Patrick Bloomingdale called the meeting to order at 8:30 a.m.

ROLL CALL

Members Present

Patrick Bloomingdale, Secretary/Treasurer
Clare Duda, Douglas County
Ron Kohn Mills County
Carl Lorenzen, Washington County

Staff

Natasha Barrett
Melissa Engel
Michael Felschow
Amanda Morales
Greg Youell (via teleconference for Item A. Personnel Policy & Salary Schedule).

Members Absent

Tom Hanafan, Pottawattamie County, Tom Richards, Sarpy County,

- A. Personnel Policy Salary Schedule (Discussion)
1. Policy Update for new FLSA regulation
 2. Salary Schedule
 3. Consideration of half day holiday for Christmas Eve

Mr. Youell and Ms. Engel presented the Personnel Policy and proposed Salary Schedule changes. Many of these changes are a result of the new Fair Labor Standards Act regulation effective December 1, 2016. MAPA currently has three employees that will transition from exempt to non-exempt due to salary or job responsibilities. Two additional employees have received promotions to bring their salaries up to the minimum range and maintain their overtime exempt status. MAPA plans to adopt a flexible work schedule eligible to all employees based on the agencies needs and employees request. Schedules will be approved quarterly by the Executive Director. All non-exempt employee must have 40 hours documented per week. Exempt employees must have 80 hours documented within the bi-weekly pay period. The work week is defined as Sunday through Saturday. MAPA Management feels the flexible work hour scheduling helps motivate staff, improve productivity, and meet the needs of the employee, MAPA, and its members. Compensatory time will no longer be earned by exempt employees. Non-exempt employees may earn compensatory time at time and a half for hours worked in excess of 40 per week, instead of overtime, but may not accumulate more than 80 hours of compensatory time at any given time. Exempt employees may use accrued annual leave and sick leave in 4 hour increments. Non-exempt employees may use accrued annual leave and sick leave in .5 hour increments. For exempt employees MAPA would like to create a work culture that focuses on working to complete to job duties of the position rather than focusing on hours worked per day. A half a day of holiday pay on Christmas Eve or the last working day before Christmas has been added to the Personnel Policy. Pay Periods will change to bi-weekly beginning January 1st, with pay days falling on Thursdays. The policy changes are currently at legal and staff would like to make this an action item for next month. The Salary Schedule has been updated to include newer positions to the agency and updated salary ranges per position. Salary range changes are a result of the addition of a new position, change in job duties, and/or the new Fair Labor Standards Act regulation.

- B. Monthly Financial Statements
1. Bank Reconciliation (American National Bank) and Statements on Investments
 2. Receipts and Expenditures
 3. Preliminary: Schedule of Accounts Receivable/ Accounts Payable
 4. Preliminary: Consolidated Balance Sheet
 5. Preliminary: Program Status Report/Line Item Status Report

Ms. Engel presented the July Financials.

C. FOR FINANCE COMMITTEE APPROVAL

1. Contract Payments: (Action)
 - a. Olsson Associates – PMT #26 (Platteveiw Road) - \$349.55
 - b. Olsson Associates – PMT #5 (Sarpy Transit) - \$4,113.36
 - c. Olsson Associates – PMT #27 (Platteveiw Road) - \$1,329.30
 - d. Olsson Associates – PMT #6 - (Sarpy Transit) - \$3,202.18

Ms. Engel presented the contract payments for Olsson Associates for their work on the Platteview Road Land Use and Corridor Study as well as the Sarpy County Transit Feasibility Study through August 6, 2016. Mr. Felschow informed the

committee that he received the final product for the Platteview Road Land Use and Corridor Study within the past week and he is pleased with that work.

MOTION Lorenzen SECOND by Duda to recommend that the Board of Directors approve the contract payments as presented. MOTION CARRIED.

2. Contract Payments with exceptions:
 - a. Heartland Family Service – PMT #30 - \$2,428.60

Ms. Engel presented the Heartland Family Service payment for their “Ways to Work” program for the month of July.

MOTION Kohn SECOND by Lorenzen to recommend that the Board of Directors approve the Heartland Family Service payment once the contract amendment is approved. MOTION CARRIED.

3. Travel
 - a. NADO Conference – San Antonio, TX - October 15-18, 2016 – Anderson - \$1,442.00

Ms. Engel presented the NADO conference travel.

MOTION by Lorenzen SECOND by Kohn to recommend that the Board of Directors approve the NADO conference travel as presented. MOTION CARRIED.

4. Audit
 - a. Audit Engagement Letter

Ms. Engel presented the 2016 audit engagement letter with Hamilton Associates P.C. The fees for the audit are \$10,600 and this is the last year of Hamilton Associates three-year approved proposal for audit services.

MOTION Duda SECOND by Lorenzen to recommend that the Board of Directors approve the audit engagement letter as presented. MOTION CARRIED.

D. RECOMMENDATION TO THE BOARD

1. Final Payments:
 - a. Douglas County GIS – NIROC Project - \$8,000.00

Ms. Engel presented the Douglas County GIS final payment for their 93 hours of management services on the current Aerial Photography NIROC Project. Douglas County GIS works directly with the vendor on the project, and requests funding from jurisdictions and other entities involved in the project. This management fee is paid for through the funds raised for the project.

MOTION Kohn SECOND by Lorenzen to recommend that the Board of Directors approve the Douglas County GIS final payment as presented. MOTION CARRIED.

2. Contract Amendments:
 - a. Heartland Family Services – Extension of Time

Ms. Engel presented the Heartland Family Service contract amendment that extends the contract completion date to February 28, 2017.

MOTION Duda SECOND by Lorenzen to recommend that the Board of Directors approve the Heartland Family Service contract amendment as presented. MOTION CARRIED.

E. DISCUSSION/INFORMATION

1. MAPA Annual Dinner and Annual Award Recipients

Ms. Engel informed the committee that Ron Kohn will receive the “2016 MAPA Regional Citizenship Award” for his many years of service on the MAPA Board and work on the Heartland 2050 Executive Committee. The City of Omaha Planning Department will receive the “2016 MAPA Regional Service Award” for their role in “The Prospect Village Initiative”. Both awards will be presented to recipients at the MAPA Annual Meeting on October 5, 2016.

F. OTHER

G. ADJOURNMENT

The meeting adjourned at 9:05 am



NDOR Project Prioritization and Selection Process

NDOR has rewritten the book on capital improvement project selection. The process known as StEEP, better reflects the connection between transportation investments and the economy, and it recognizes local buy-in from communities.

Because it's NDOR's responsibility to select projects on behalf of the state, we have worked to combine the right technical expertise, stakeholder input, and sound engineering and economic data to select the investments that will best serve Nebraska today and into the future.

While this new project prioritization process is important in helping NDOR select projects, it isn't the only factor considered when making decisions. We must balance other important considerations, such as geographic inclusion, corridor completion, previous investment on a corridor, progress on the Expressway System or High Priority Corridors, Interstate or Expressway connectivity, and the availability of supplemental funding.



The transparency with which NDOR has selected these projects is unprecedented in Nebraska.

More than 2,000 Nebraskans attended meetings or submitted comments as part of our outreach efforts.

Prioritization/Selection Process Timeline

Summer/Fall 2015

NDOR conducts a listening tour across the state.

November/December 2015

NDOR presents an updated project prioritization process to the Highway Commission and Innovation Task Force.

January 2016

At a series of four public meetings, community members and stakeholders suggest new projects to be evaluated. The list of potential projects grows from 60 to over 100. The public favors the use of economic impact analysis as a criterion for evaluation, but suggests engineering be valued more than economic development criteria.

February 2016-July 2016

NDOR evaluates all projects, weights engineering at 60% and economic development at 40%. Scope options are developed and corridor projects are broken into constructible segments. The project list grows to more than 160 project options to be discussed. NDOR provides updates at the Highway Commission meetings.

July 2016

At eight public meetings across the state, stakeholders in each region are asked to provide input on project evaluations, review scope options, and identify the highest local priority projects. Input is considered and the public's priorities are added to the initial evaluation criteria. The public's priority projects are evaluated in a way that reinforces a system-wide approach.

August 2016-September 2016

NDOR reviews engineering and economic analysis, coupled with stakeholder input, to select projects for construction, design and future planning. Geographic inclusion, corridor completion, previous investment on a corridor, progress on our Expressway System or High Priority Corridors, Interstate or Expressway connectivity, and the availability of supplemental funding are also taken into account.

September 2016

NDOR selects first round of projects for construction and announces other projects to be moved to design or planning.



Today at a GLANCE

OVER **2,000** NEBRASKANS participated

INVESTING **\$300 MILLION** IN **8**

CONSTRUCTION PROJECTS

BEGINNING DESIGN ON **12** PROJECTS

BEGINNING PLANNING ON **2** LARGE PROJECTS

These projects improve safety, promote economic growth and expand the Expressway System.

100% of our Expressway System will be in design, planning, or under construction, or complete with these announcements!

BUILD NEBRASKA ACT
THE NEXT 10 YEARS

TRANSPORTATION
INNOVATION ACT

A great day for transportation and Nebraska's economy



Today Governor Ricketts and I are pleased to announce \$300 million in transportation construction investments as well as the design of 12 projects and planning of two others. Funded through the Build Nebraska Act (BNA) and the Transportation Innovation Act (TIA), championed by the Governor, these projects will improve safety on our highways, promote economic growth throughout the state – and fulfill the vision of former Governor Kay Orr in 1988 to expand Nebraska's Expressway System.

When you consider today's announcement as well as the over \$600 million in construction projects announced during the first 10 years of the BNA and over \$500 million invested annually in highway preservation, Nebraskans have made historic commitments to building a 21st-century infrastructure to help grow our state.

By using innovative criteria along with traditional safety and traffic count measures, the Nebraska Department of Roads has put together a series of BNA/TIA-funded projects that will support continued growth. We know these projects will have a positive impact on our transportation system and our economy because of the economic measures used in the selection process. We also know these projects are well supported by Nebraskans because we've talked extensively with and listened carefully to stakeholders through our expanded project prioritization process.

The good news doesn't stop today. With an eye to the future, the projects selected for construction represent only a portion of the funds that will become available to the state for capital improvement projects. We've made that decision purposefully. We know that conditions can change, and it's important for NDOR and our communities to have flexibility to address those changes and leverage future opportunities. By committing a portion of the funding for construction available through 2033, and starting design work on additional projects, we give Nebraska the flexibility to meet new needs as we continue to grow.

Delivering on the promises of BNA and TIA represents a great journey for all of us. We look forward to reporting our progress every step of the way. Thanks to the leadership of Governor Ricketts in bringing together our partners in the Legislature, community leaders, and stakeholders across the state, we're well on our way to improving our highway system.

On behalf of NDOR, we very much appreciate your continued support for building 21st-century infrastructure and we look forward to delivering these projects to help keep Nebraska the best place to live, work, and raise a family.

Kyle Schneweis
Director

Three-tiered, practical approach for the future

Capital improvement projects are those projects that most impact our economy and allow us to grow Nebraska. These projects include adding new lanes, building new interchanges or viaducts, and improving the Expressway System or federally designated High Priority Corridors. Today, NDOR is announcing investments in the three categories of capital improvement projects:



● CONSTRUCTION PROJECTS

- **8 projects**
- **\$294 million**
- **114 miles**



These are the first projects NDOR and our construction partners will “turn dirt” on. They are a great first round of projects to go to construction because they were selected based on sound engineering and economic analysis and were identified as top priorities in their regions.

These projects span the state to expand our Expressway System, take advantage of investments that have already been made, and improve connectivity within their regions to the Expressway or Interstate system. Construction on all projects will begin by 2024, with the exception of US-275, Scribner to West Point, which will be the state’s first design-build project. NDOR will identify a timeline for all other construction projects after further analysis and conversations with partners.

Design-Build: Saving Time & Money

US-275, Scribner to West Point, will advance as the State’s first design-build project right away because it fits the design-build criteria established in partnership with NDOR’s industry partners. It is a large, complex project (approx. \$90M), and an accelerated timeline will help the region realize the safety and economic benefits sooner than our traditional methods. Construction is scheduled to begin in 2019.

● DESIGN PROJECTS

- **12 projects**
- **240 miles**



It’s important to begin engineering and design work now so NDOR can have projects ready to construct once funding has been identified. Because it can take 10 years to deliver projects of this magnitude, the Department is right on track with timing. Fortunately, TIA provides new delivery tools, so NDOR will be able to complete work more quickly in some locations, which will save time and some inflation costs.

The projects announced for design include progress on all of the remaining miles of the Nebraska Expressway System, as well as work on other project segments that offer many of the same benefits. Most of these projects were also identified as top priorities in their regions.

While it’s not guaranteed that these projects will be moved to construction in the future, having design work complete or underway will certainly set them up to be strong contenders. And, because conditions and funding can change over time, NDOR will continue outreach efforts as well as evaluation of engineering and economic performance of projects in the future.

● PLANNING PROJECTS

- **2 projects**

NDOR knows these projects are a priority for our state, but considerable study, analysis, and collaboration with stakeholders is required before these projects can move further along in the process. Recognizing the long-term need and value of these projects and because NDOR wants to keep moving them forward, we will continue to monitor the conditions surrounding these projects.

Building a great system, not just a few great projects

Recognizing that there are far more needs than funding available, NDOR Director Kyle Schneeweis challenged the department’s staff to develop project scope options (or choices) so that improvements could be better targeted to specific needs at lower costs. As a result, more improvements can be delivered across the state and there are more options for engineers and communities to consider.



For example, instead of the stark choice of either upgrading a two-lane road to a four-lane highway or providing no improvement at all, a Super 2 highway might provide an intermediate improvement with better paved shoulders and passing lanes every few miles.

Stakeholders overwhelmingly supported this approach during the July meetings, and several of the projects selected for construction or design utilize the Super 2 approach.

Financial realities

There are always more transportation needs than funding. Because enthusiasm for projects and local funding are both important for project delivery over the long run, NDOR will continue discussions with communities about the local share of funding. The timeline for delivery of projects still needs to be developed and local share could be a consideration in the advancement of one project over another.

What’s next?

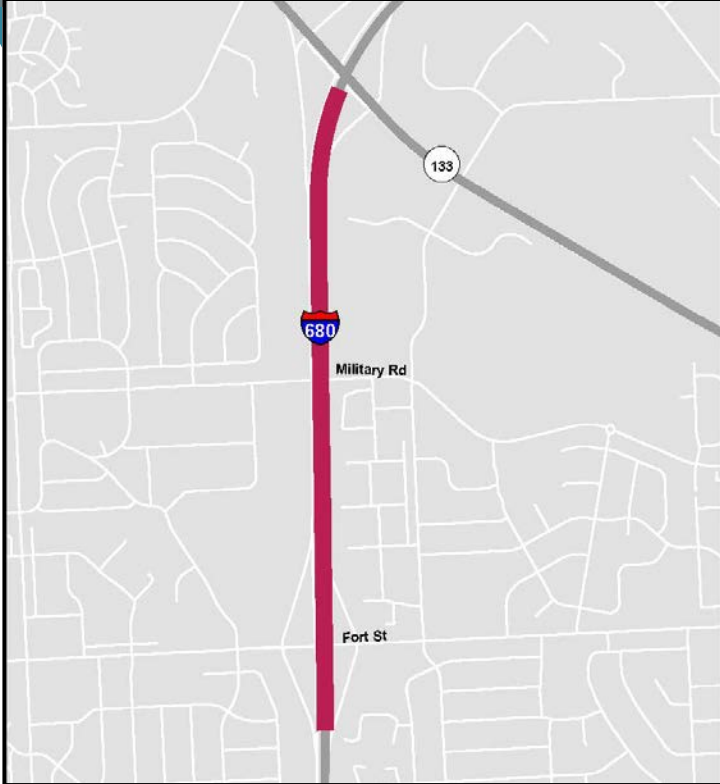
NDOR will continue to evaluate transportation needs and economic opportunities as we analyze the over \$8 billion in potential transportation projects that were identified by stakeholders and department staff for future funding. NDOR will also add projects for evaluation when changing conditions indicate other projects should be analyzed. And, NDOR will scrutinize project scopes to develop the right projects to solve transportation challenges facing Nebraska.

Staying in touch with communities is key to delivering projects and planning for the future. The analysis and outreach that was conducted to identify the first round of investments wasn’t a one-time event – rather, it’s the way the Department now conducts business.



 **MORE INFORMATION AT:**
www.roads.nebraska.gov/projects/grow-ne

PROJECT PROFILE:
I-680 from Fort Street to Irvington in Omaha



QUICK FACTS

Category: Construction

Project: I-680 from Fort Street to Irvington in Omaha, 6-lane interstate

Estimated project cost: \$29M

Length of project: 1 mile

WHY IT WAS SELECTED

Strong Need for this Project: The completion of the six-lane expansion through the Irvington Road interchange will reduce congestion and travel times while helping with economic development in the area. This project was one of only two interstate projects to rank in the top 25 percent for both engineering and economic performance in NDOR's prioritization process.

This one-mile segment is currently experiencing operational issues during peak hours. A new interchange is being built at I-680 and N-133, which is expected to support residential and commercial development. This project will help serve the new development and allow for future economic growth.

Builds on a Previous Investment and Meets a Key Deadline: Federal law requires Federal Highway Administration approval of all revisions to the Interstate System. NDOR has completed an Interchange Justification Report (IJR) for this project, which is set to expire in 2022. It's important to act now, while NDOR still has the approval to do so, and build on the previous work that was completed.

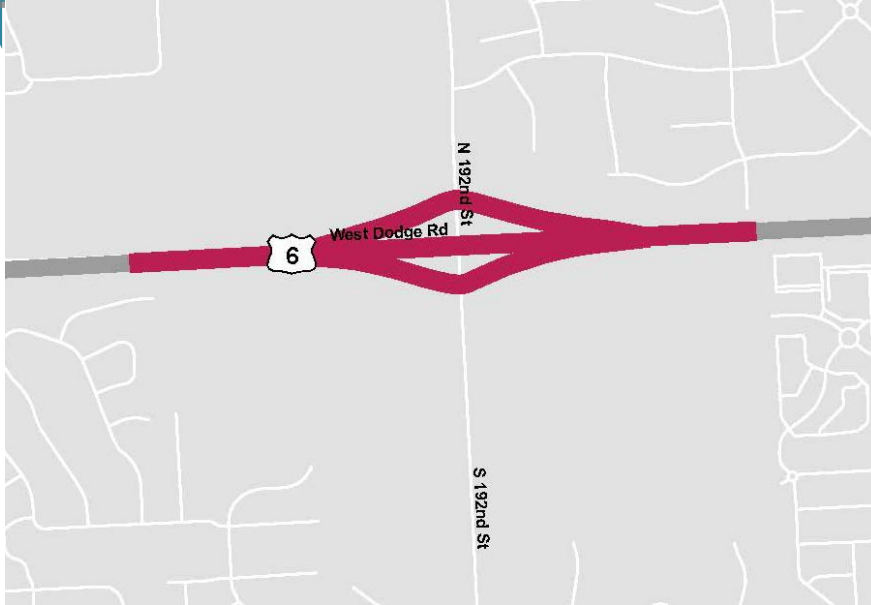
Serves the Region: With more than 84,000 vehicles traveling through this segment each day, this project serves as a key connector for the region. This project will reduce congestion between Fort Street and Irvington Road and improve mobility through the I-680 & Irvington interchange, which is the main connection to the City of Blair.

QUESTIONS?

Contact: Sarah Kugler, sarah.kugler@nebraska.gov, 402-479-4871

Item D.1

PROJECT PROFILE:
US 6 at 192nd Street and West Dodge Road in Omaha



QUICK FACTS

Category: Construction

Project: US 6 at 192nd Street and West Dodge Road in Omaha, Interchange Improvements

Estimated project cost: \$17M

Length of project: 1 mile

WHY IT WAS SELECTED

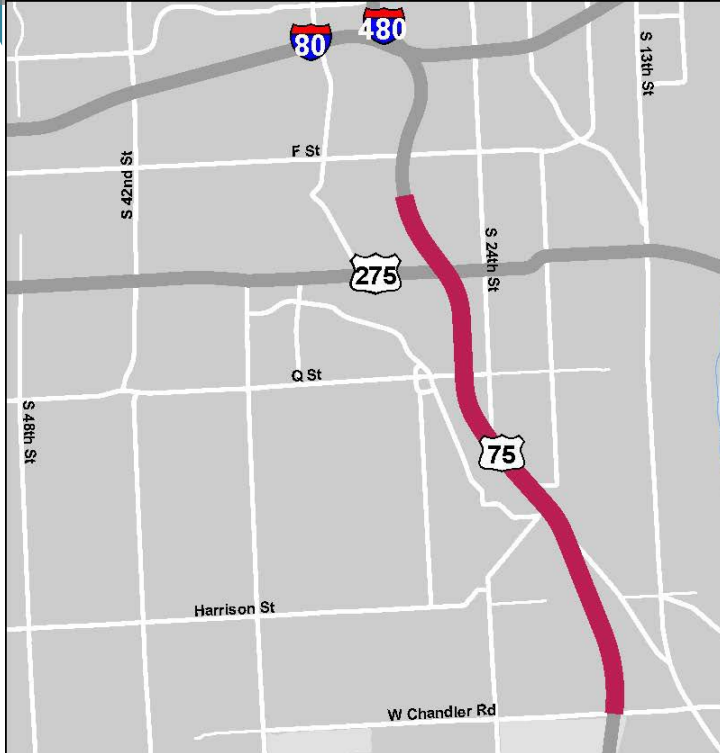
Modernizes the System: Originally, this interchange was designed to serve rural traffic levels. However, due to its close proximity to a hospital and growing commercial development, this area has experienced significant traffic increases. More than 68,000 vehicles travel through this interchange daily—the most of all the interchange projects NDOR evaluated this summer. It's not surprising that the existing interchange is over capacity. Nearby interchanges to the east and west have already been updated to handle the increased traffic. This project will modernize the existing interchange and improve traffic flow in the area. Addressing it now will manage existing traffic better and allow the region to seize emerging economic opportunities.

Emerging Economic Opportunities: During NDOR's January public outreach activities, stakeholders presented staff with potential development and redevelopment opportunities in the area that are estimated between \$200 and \$600 million. There is substantial development already along 192nd Street, and this improvement is seen as a way to facilitate more economic growth in the Omaha region for a relatively low cost. This project ranked in the top 25 percent for both economic and engineering performance according to NDOR's prioritization process.

QUESTIONS?

Contact: Sarah Kugler, sarah.kugler@nebraska.gov, 402-479-4871

PROJECT PROFILE:
US 75 at Chandler Road North in Omaha



QUICK FACTS

Category: Construction

Project: US 75 at Chandler Road North (northbound) in Omaha, add lane to northbound lanes

Estimated project cost: \$10M

Length of project: 3 miles

WHY IT WAS SELECTED

Builds on Previous Investments: Some design work has already been done on this project, which adds a northbound lane on US 75 from Chandler Road north three miles. No additional right-of-way will need to be purchased.

Addresses Operational Issues and Enhances Safety: Currently, travelers heading to I-80 on this route are experiencing backups, which this project will help alleviate.

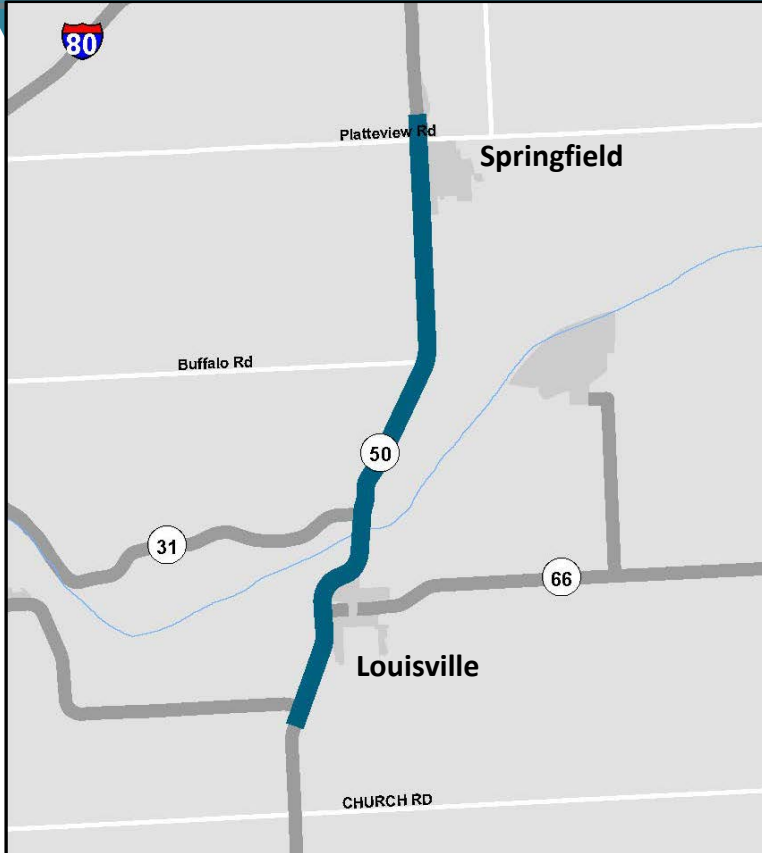
This project ranked in the top 25 percent for both engineering and economic performance, according to NDOR's prioritization process. The crash rate along this segment is expected to be reduced by adding a lane. Given the travel time savings anticipated, this project provides positive economic impact and may help generate additional economic development along the corridor.

Serves a Regional Need: As a part of the Kennedy Freeway, this project will help improve connectivity to the Interstate, which will benefit the entire region. It's also a critical service route for the Offutt Air Force Base. With more than 8,000 military personnel, the Offutt Air Force Base is home to the 55th Wing, which is the largest wing in Air Combat Command. Offutt Air Force Base is also home to U.S. Strategic Command.

QUESTIONS?

Contact: Sarah Kugler, sarah.kugler@nebraska.gov, 402-479-4871

PROJECT PROFILE:
N-50 from Louisville to Springfield



QUICK FACTS

Category: Design

Project: N-50 from Louisville to Springfield, 4-lane divided highway

Estimated project cost: \$63M

Length of project: 9 miles

WHY IT WAS SELECTED

Meets Future Needs: This corridor is experiencing significant growth. With increasing truck traffic from the nearby quarries, a four-lane expansion will be needed in the future to reduce congestion. Area trucks are traveling at slower speeds than the rest of traffic, which creates safety concerns. NDOR will begin four-lane design work on this nine-mile stretch on N-50 from Louisville to Springfield. Once design is complete, this project will be ready for future construction.

Regional Priority: At NDOR's most recent stakeholder meetings, participants identified this project as a top regional priority. Stakeholders noted this project would help encourage economic growth in the Springfield and Louisville communities, while also benefitting workers who commute to Lincoln and Omaha from these areas. Not only will it improve connections to the north, south and west, but in particular, it will improve connections to I-80, which is important for the region.

Builds on Previous Investment: Currently, there's a gap in the four-lane from N-66 to Springfield from the north, which this project will complete. This project will be a natural extension of the four-lane expansion already finished north of Springfield.

QUESTIONS?

Contact: Sarah Kugler, sarah.kugler@nebraska.gov, 402-479-4871

PROJECT PROFILE:
N-92/US 275 east of Yutan



QUICK FACTS

Category: Design

Project: N-92/US 275 east of Yutan, 4-lane divided highway

Estimated project cost: \$64M

Length of project: 10 miles

WHY IT WAS SELECTED

Meets a Future Need: Because of existing and projected traffic, NDOR will complete design work for a four-lane divided highway on this 10-mile stretch on N-92/US 275 east of Yutan. By completing design work, this project will be ready for future construction.

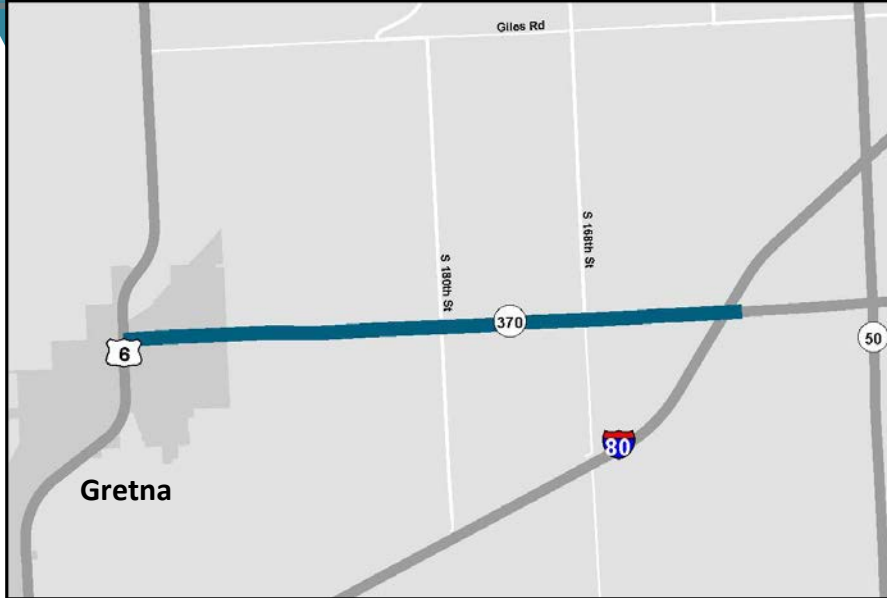
Emerging Economic Opportunity: There is some commercial growth in the area and a four-lane expansion could help facilitate economic development. The expansion would not only benefit Yutan, but also the communities west of Omaha and the City of Omaha itself.

Strong Stakeholder Support: More than 200 comments and 600 signatures of support for this project have been submitted to NDOR. Stakeholders also expressed support for this project at NDOR's recent stakeholders meetings, noting that N-92 from Platte River is the most important segment along the corridor. In particular, stakeholders requested reduced congestion and improved safety on the existing roadway. They also noted that this area has potential for economic growth.

QUESTIONS?

Contact: Sarah Kugler, sarah.kugler@nebraska.gov, 402-479-4871

PROJECT PROFILE:
N-370 from Gretna east to I-80



QUICK FACTS

Category: Design

Project: N-370 from Gretna east to I-80, 6-lane divided highway

Estimated project cost: \$7M

Length of project: 4 miles

WHY IT WAS SELECTED

Meets a Future Need: From 2000 to 2010, Gretna’s population doubled, and continued growth is anticipated in the future. While the current traffic volumes along this four-mile segment don’t yet require six lanes, the continued growth is expected to change that in the near future. In an effort to be prepared for this growth, NDOR will begin design work for an urban six-lane on N-370 from Gretna east to I-80. This project will require signals at most intersections or some modifications to restrict access at intersections.

Builds on Previous Investment: A portion of N-370 just west of I-80 has already been graded for a six-lane section, and work is being done to improve signal timing. The eastern portion of this N-370 corridor from I-80 to Bellevue has also been selected for design work. NDOR will coordinate the work to ensure design consistency along the corridor.

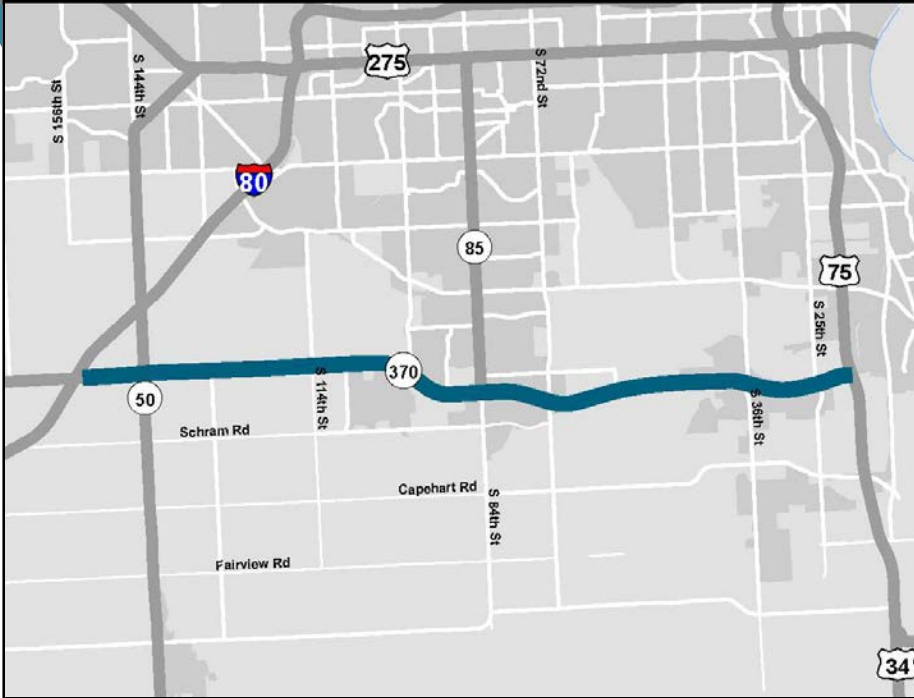
Regional and Local Support: Stakeholders identified this project as a priority at NDOR’s recent stakeholder meetings. Participants cited the existing crash rate and increasing amount of traffic as reasons to move forward with the project. NDOR’s prioritization process echoed their reasoning as it ranked this project in the top 25 percent for both engineering and economic performance.

A new hospital is expected to locate in this area, and additional economic development is expected to the north and west. This project can help support this growth and other economic opportunities.

QUESTIONS?

Contact: Sarah Kugler, sarah.kugler@nebraska.gov, 402-479-4871

PROJECT PROFILE:
N-370 from I-80 to Bellevue



QUICK FACTS

Category: Design

Project: N-370 from I-80 to Bellevue, 6-lane divided highway

Estimated project cost: \$21M

Length of project: 12 miles

WHY IT WAS SELECTED

Meets a Future Need: Since 2000, Bellevue’s population has grown over 20 percent and that trend is expected to continue. While the current traffic volumes along this 12-mile segment don’t yet require six lanes, they will be needed in the near future. In an effort to be prepared for this growth, NDOR will begin design work now for an urban six-lane highway on N-370, from I-80 to Bellevue, so that this project will be ready for future construction. This project will also require signals at most intersections or some modifications to restrict access.

Builds on Previous Investment: A portion of N-370 just west of I-80 has already been graded for an urban six-lane highway with signal timing work as well. NDOR will coordinate to ensure there’s consistency along the corridor. The western portion of this N-370 corridor from Gretna east to I-80 has also been selected for design work.

Regional and Local Support: Stakeholders identified this project as a priority at NDOR’s recent stakeholder meetings. Participants cited the current crash rate and increasing traffic as reasons to move forward with the project. NDOR’s prioritization process echoed their reasoning, as it ranked this project in the top 25 percent for both engineering and economic performance.

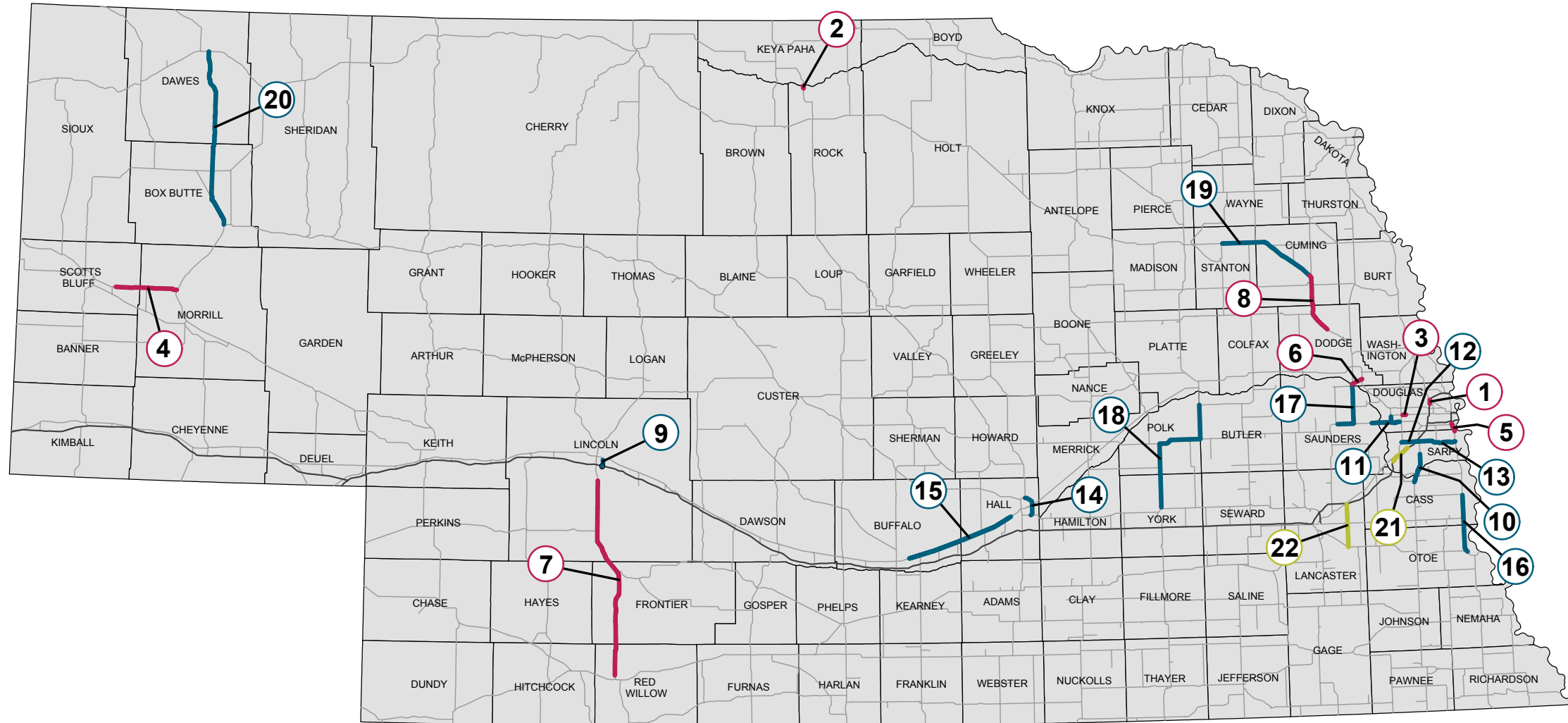
Development is expected along the corridor. This route also provides direct access to the north gate of the Offutt Air Force Base, a major employer for the region. This project will support the existing development and generate more opportunities.

QUESTIONS?

Contact: Sarah Kugler, sarah.kugler@nebraska.gov, 402-479-4871

New BNA/TIA Projects

Projects selected for construction, design and planning under the Build Nebraska Act and the Transportation Innovation Act



Construction Project Cost (millions)

- ① I-680 Fort Street - Irvington Street
6 Lane Reconstruction \$29
- ② N-7 Bassett - Springview
Modernization \$2
- ③ US-6 192nd & West Dodge Road, Omaha
Interchange Reconstruction \$17
- ④ US-26 Minatare - US-385
4 Lane Divided Highway \$60
- ⑤ US-75 Chandler Road, Northbound
Additional Lane, NB \$10
- ⑥ US-77 Fremont Southeast Beltway
4 Lane Divided Expressway \$26
- ⑦ US-83 McCook to North Platte
Super 2 \$60
- ⑧ US-275 Scribner (Bypass) - West Point (No Bypass)
4 Lane Divided Expressway \$90

Design

- ⑨ I-80 Newberry Interchange and L56G to US-30
Modified Interchange and 4 Lane Construction
- ⑩ N-50 Louisville to Springfield
4 Lane Divided Highway
- ⑪ N-92 Yutan East Corridor
4 Lane Divided Highway
- ⑫ N-370 Gretna East to I-80
6 Lane Reconstruction
- ⑬ N-370 I-80 to Bellevue
6 Lane Reconstruction
- ⑭ US-30 Grand Island East Bypass
4 Lane Divided Highway
- ⑮ US-30 Kearney - Grand Island
Super 2
- ⑯ US-75 Nebraska City - Murray
4 Lane Divided Expressway
- ⑰ US-77 Wahoo - Fremont
4 Lane Divided Expressway
- ⑱ US-81 York North
4 Lane Divided Expressway
- ⑲ US-275 West Point - Pilger
4 Lane Divided Expressway
- ⑳ US-385 Alliance - Chadron
Super 2

Planning

- ㉑ I-80 New Interchange(s), Omaha
New Interchange(s)
- ㉒ New Lincoln East Beltway
4 Lane Divided Highway

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF ROADS

Legend

- Construction
- Design
- Planning

New BNA/TIA Projects

Projects selected for construction, design and planning under the Build Nebraska Act and the Transportation Innovation Act

Map Number	Down-scope		Project Data				Performance		
			Project Length (miles)	Project Cost (millions)	Projected Avg Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
Projects for Construction									
1		I-680 from Fort St to Irvington in Omaha, 6 lane interstate	1	\$29	84,080	0.285	●	●	●
2		N-7 from Bassett to Springview, 2 lane highway modernization	2	\$2	495	1.715	●	○	◐
3		US 6 at 192nd St and West Dodge Road in Omaha, Interchange improvements	1	\$17	68,060	0.336	●	●	●
4		US 26 from Minatare to US 385, 4 lane divided highway	18	\$60	4,114	0.683	○	◐	◐
5		US 75 at Chandler Road North (northbound) in Omaha, Add lane to northbound lanes	3	\$10	47,310	1.967	●	●	●
6		US 77 / Fremont Southeast Beltway, 4 lane divided expressway	4	\$26	11,480	3.688	●	●	●
7	↓	US 83 from McCook to North Platte, Super 2	60	\$60	2,545	0.791	●	●	●
8	↓	US 275 from Scribner to West Point, 4 lane divided expressway with a bypass around Scribner	25	\$90	8,315	0.832	◐	●	●
Projects for Design									
9		I-80 Newberry Interchange improvements and L56G from Platte River to US 30 in North Platte, 4 lane divided highway	2	\$22	9,200	2.751	●	◐	●
10	↓	N-50 from Louisville to Springfield, 4 lane divided highway	9	\$63	8,655	1.201	○	◐	◐
11	↓	N-92/US 275 East of Yutan, 4 lane divided highway	10	\$64	12,555	1.014	◐	◐	◐
12		N-370 from Gretna East to I-80, 6 lane divided highway	4	\$7	23,820	1.732	●	●	●
13		N-370 from I-80 to Bellevue, 6 lane divided highway	12	\$21	45,770	1.483	●	●	●
14		US 30 Grand Island East Bypass, 4 lane divided highway	6	\$42	8,830	4.234	●	●	●
15	↓	US 30 from Kearney to Grand Island, Super 2	36	\$62	7,825	0.667	●	●	●
16	↓	US 75 from Nebraska City to Murray, 4 lane divided expressway	17	\$79	5,825	0.452	○	◐	◐
17	↓	US 77 Wahoo to Fremont, 4 lane divided expressway	16	\$68	5,990	0.462	○	◐	◐
18	↓	US 81 from York North, 4 lane divided expressway	43	\$214	5,265	0.489	◐	●	●
19	↓	US 275 from West Point to Pilger, 4 lane divided expressway with bypass	29-30	\$133-\$152	6,925	0.546	◐	●	●
20	↓	US 385 from Alliance to Chadron, Super 2	59	\$89	2,660	0.837	●	◐	●
Projects for Planning									
21		I-80 Interchange(s) in Omaha/Sarpy County, New interchange(s) construction							
22	↓	Lincoln East Beltway , 4 lane divided highway	13	\$250 - \$350	24,070	1.510	●	●	●

THE SELECTION PROCESS

PRIORITIZATION



Now: LISTENING



Public provides input at meetings or online on the proposed prioritization process and candidate project list.



PUBLIC MEETINGS

Alliance • January 12, 2016
Knight Museum & Sandhills Center
908 Yellowstone Alliance, NE

Lexington • January 14, 2016
Lexington Public Library
907 N Washington, Lexington, NE

Columbus • January 19, 2016
Holiday Inn Express & Suites Columbus
524 E 23rd Street, Columbus, NE

Ashland • January 21, 2016
ConAgra Theatre - Air & Space Museum
28210 W Park Hwy, Ashland, NE



Next: ANALYSIS



NDOR considers public input, then analyzes candidate projects.

SELECTION



Spring: PUBLIC REVIEW



The public reviews preliminary results and provides feedback.



LEAVE COMMENTS AND SUBSCRIBE FOR UPDATES ONLINE



FINAL SELECTION & ANNOUNCEMENT

NDOR considers the project analysis, feedback and many other important factors when making final project selections. Announcements are anticipated in summer 2016.

<http://roads.nebraska.gov/projects/bna/next10>

BUILD NEBRASKA ACT
THE NEXT 10 YEARS



WE WANT TO HEAR FROM

You

Thank you for coming today.

Transportation and the Nebraska economy are linked in many ways, and the Nebraska Department of Roads (NDOR) is updating its capital improvement project prioritization process to better reflect that connection. It's nearly time to select the next round of Build Nebraska Act (BNA) projects which presents a good opportunity to use a new prioritization process that better reflects the needs of our state and its citizens.



As I toured Nebraska last summer, I heard from many stakeholders who want to be more involved in the project prioritization process, and many who think transportation investments should be more closely linked to growing Nebraska's economy. Based on that feedback, we're holding regional meetings and providing materials online to give you an opportunity to provide input before decisions are made and projects are selected.

The updated prioritization process that we're sharing with you today will better consider economic impacts and include more stakeholder input. It's a process that will be used to prioritize capital improvement projects, like adding new lanes or building new expressways or viaducts. And while this new process won't be the only factor used when selecting the next round of projects, it will be a key factor.

We need your input, specifically on two key questions today:

1. What are your thoughts on project prioritization? We are introducing a draft updated project prioritization process and want your feedback.
2. Have we missed projects that are important to you? We are presenting the current list of candidate projects for funding under the BNA and want to know if we've missed any projects that ought to be considered.

Last year NDOR launched an Innovation Task Force made up of stakeholders from across the state. They are charged with exploring ways to innovate and improve business practices at NDOR and looking at national trends to examine how transportation investments can help grow Nebraska. We presented information on an updated prioritization process to them at their first meeting and are happy to report that they support our general approach to updating the prioritization process.

I appreciate you taking time to participate in our outreach efforts, and I look forward to hearing your input.

Kyle Schneweis
Director, Nebraska Department of Roads

January 2016

Item D.1

BUILD NEBRASKA ACT

THE NEXT 10 YEARS

The Build Nebraska Act (BNA) is a 20-year transportation funding program. Approved in 2011 by the Nebraska legislature, it includes \$1.2 billion in funding for capital improvement projects across the state. Seventeen projects totaling \$600 million were selected for the first 10 years of the program. Today, four of those projects have been completed, five are under construction and the remaining eight are under development. NDOR is committed to having these projects open to traffic or under construction by the end of 2023.

Selecting the First BNA Projects

Engineering performance was the starting point for making project selections for the first 10 years of the BNA. Data related to the amount of car and truck traffic on a roadway, travel time savings, safety, and maintenance and operation costs were evaluated for proposed highway improvements. A benefit/cost analysis was conducted so that projects could be compared against one another. In addition to engineering performance, the selection process also took many other factors into account including the Legislative intent of the BNA, if a project would be ready to build within 10 years, the geographic distribution of projects across the state, and completing corridors that had been started but remained unfinished.

Updated Prioritization Process

To better reflect the link between transportation and the Nebraska economy and to increase stakeholder input, NDOR is updating its project prioritization process.

The updated process will have three primary components:

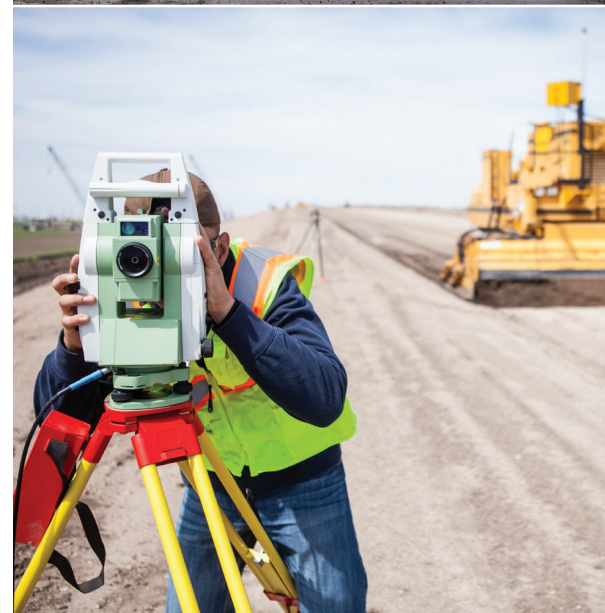
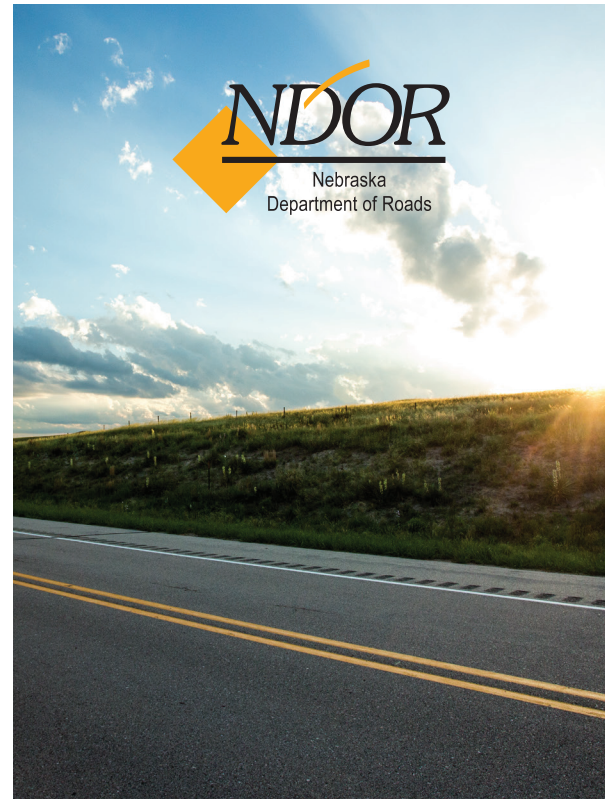
1. Engineering performance – The updated process continues to use the same foundation as the previous prioritization process



PLUS

2. Economic performance - Analyzing the economic performance of proposed projects will help to make sure the state's transportation investments help grow the Nebraska economy.
3. Stakeholder Input – Involving stakeholders leads to better decisions, so the new process will include more opportunities for input.

The new prioritization process is an important first step in selecting the next round of BNA capital improvement projects. These are projects that often add new lanes or build new expressways or viaducts. While this project prioritization process will be important in helping the agency select projects, it isn't the deciding factor. In addition to looking at how a project scores based on engineering performance and economic performance, NDOR has to balance many other important considerations when making final project selections. These include stakeholder input, geographic inclusion, corridor completion, and the availability of supplemental funding.



Incorporating Economic Performance

NDOR is considering the use of the following to measure a project's economic performance:



FOR EXAMPLE

By adding passing lanes to a highway that leads to a food processing plant, businesses may be able to make same-day deliveries to markets further away at a lower cost.

Increasing access to markets and reducing delivery costs can result in increased revenues and job growth.

- **Job Growth and Income:** Estimating the growth of permanent jobs and income that result from the transportation project.

- **Growth in Gross State Product:** Estimates the net increase in overall business activity resulting in the state from the project.

- **Account for Economic Distress:** Consider how job and income growth may be valued differently in economically distressed counties.

Differences between rural and urban areas will be accounted for.



FOR EXAMPLE

Using the example above, the Gross State Product would also increase due to increased net revenue.

Looking at economic performance as part of the project prioritization process can help differentiate between seemingly similar projects. Sometimes projects look similar due to engineering performance. When you consider economic performance you can see the difference. The following is an example of how measuring a project's economic performance can help NDOR to better compare projects.

TWO PROJECTS. TWO DIFFERENT VALUES TO NEBRASKA.



EXAMPLE PROJECT A

Engineering Performance Analysis:

- Costs \$3 million
- Saves \$5.3 million in travel time
- 70% pass through traffic
- Serves mostly households & non-business locations
- Benefit/Cost = 1.76

Economic Performance Analysis:

- **100 Jobs for 25 years**
- **\$1.4 million business sales**
- **\$600,000 wage income**
- **\$830 million Gross State Product**



EXAMPLE PROJECT B

Engineering Performance Analysis:

- Costs \$3 million
- Saves \$5.3 million in travel time
- 30% pass through traffic
- 30% trucks
- Serves major industry locations
- Benefit/Cost = 1.76

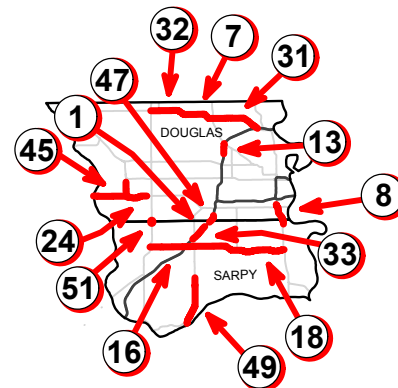
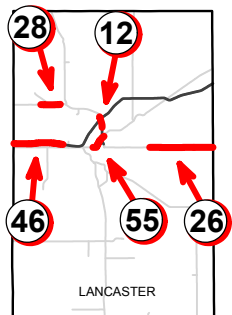
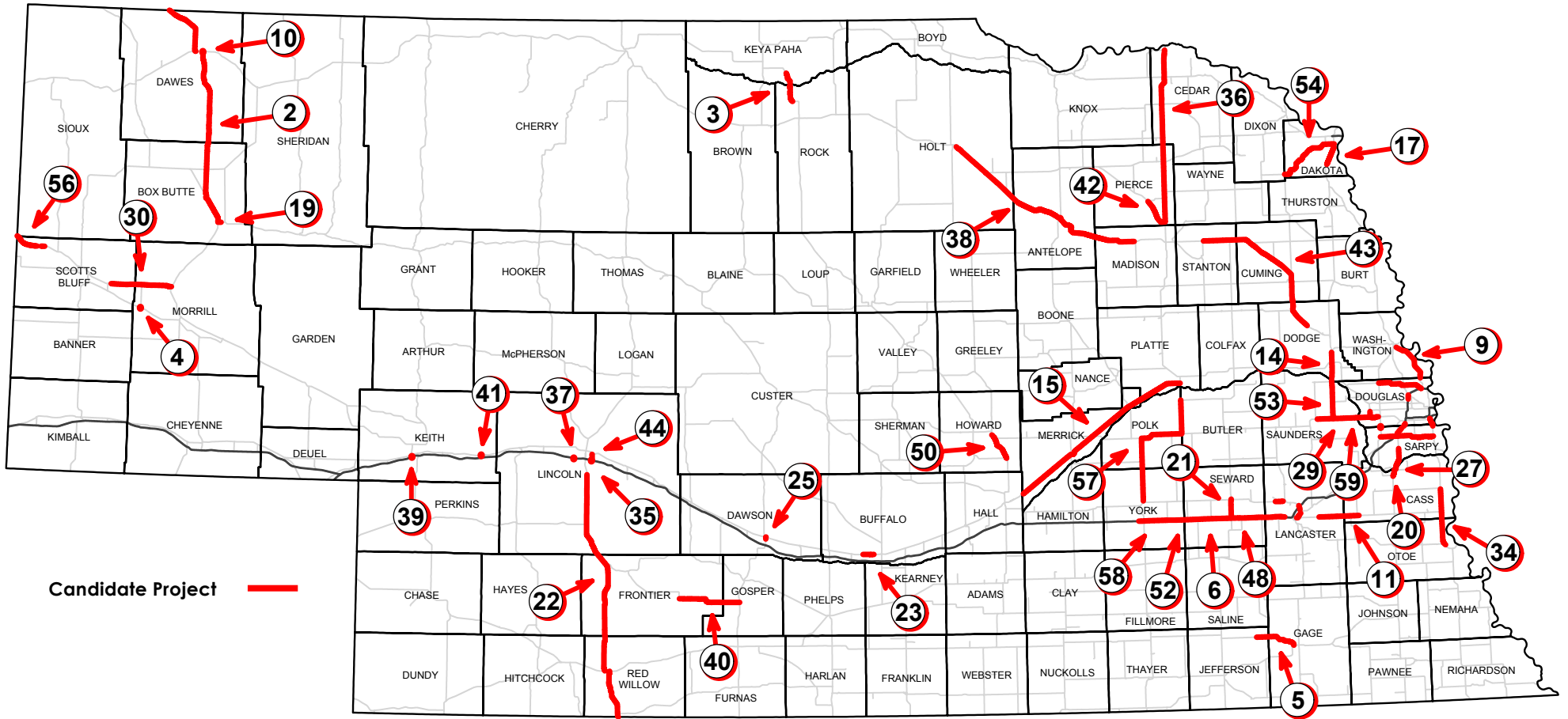
Economic Performance Analysis:

- **200-300 Jobs for 25 years**
- **\$8.5 million business sales**
- **\$2.2 million wage income**
- **\$3.2 billion Gross State Product**

BUILD NEBRASKA ACT

THE NEXT 10 YEARS

#Next10



Build Nebraska Act - The Next 10 Years Candidate Project Descriptions

- | | | |
|--|---|--|
| <p>1 126th St - N-50 (WB), Omaha (I-80)
Auxiliary Lane Construction</p> | <p>21 In Seward & South (N-15)
4 Lane Divided Highway</p> | <p>41 Paxton Viaduct (L-51C)
New Viaduct</p> |
| <p>2 Alliance - South Dakota Line (US-385)
4 Lane Divided Highway</p> | <p>22 Kansas Line - North Platte (US-83)
4 Lane Divided Highway</p> | <p>42 Pierce - US-81 (N-13)
4 Lane Divided Highway</p> |
| <p>3 Bassett - Springview (N-7)
2 Lane Highway Modernization</p> | <p>23 Kearney West (US-30)
4 Lane Divided Highway</p> | <p>43 Pilger - Scriber (US-275)
4 Lane Divided Expressway</p> |
| <p>4 Bayard South Viaduct (US-26)
New Viaduct</p> | <p>24 L-28B - US-6/N-31 (US-275)
4 Lane Divided Highway</p> | <p>44 Platte River - US-30 (L-56G)
4 Lane Divided Highway</p> |
| <p>5 Beatrice West (N-4)
2 Lane Highway Modernization</p> | <p>25 Lexington Viaduct (US-283)
Viaduct and Roadway Widening</p> | <p>45 Platte River East (N-92)
4 Lane Divided Highway</p> |
| <p>6 Beaver Crossing - Seward (I-80)
6 Lane Interstate Reconstruction</p> | <p>26 Lincoln East (US-34)
4 Lane Divided Highway</p> | <p>46 Pleasant Dale - NW 56th St (I-80)
6 Lane Interstate Reconstruction</p> |
| <p>7 Bennington - N-133 (N-36)
4 Lane Divided Highway</p> | <p>27 Louisville North (N-50)
4 Lane Divided Highway</p> | <p>47 Q St - 126th St (WB), Omaha (I-80)
Auxiliary Lane Construction</p> |
| <p>8 Chandler Rd North (NB), Omaha (US-75)
Auxiliary Lane Construction</p> | <p>28 Malcolm Spur East & West (US-34)
4 Lane Divided Highway</p> | <p>48 Seward - Pleasant Dale (I-80)
6 Lane Interstate Reconstruction</p> |
| <p>9 Douglas County Line - Blair (US-75)
4 Lane Divided Expressway</p> | <p>29 Mead - Yutan (N-92)
4 Lane Divided Highway</p> | <p>49 Springfield South (N-50)
4 Lane Divided Highway</p> |
| <p>10 E Jct US-20/US-385, Chadron (US-20, US-385)
Intersection Modification</p> | <p>30 Minatare - US-385 (US-26, L-62A)
4 Lane Divided Highway</p> | <p>50 St. Paul South (US-281)
4 Lane Divided Highway</p> |
| <p>11 Eagle East & West (US-34)
4 Lane Divided Highway</p> | <p>31 N-133 - I-680, Omaha (N-36)
4 Lane Divided Highway</p> | <p>51 US-6/Harrison St (US-6), Omaha
Intersection improvement</p> |
| <p>12 Fletcher St - Adams St, Lincoln (I-180)
Interchange Reconstruction</p> | <p>32 N-31 - Bennington (N-36)
4 Lane Divided Highway</p> | <p>52 Waco - Beaver Crossing (I-80)
6 Lane Interstate Reconstruction</p> |
| <p>13 Fort St - Irvington, Omaha (I-680)
6 Lane Interstate Reconstruction</p> | <p>33 N-50 Interchange (I-80)
Interchange Reconstruction</p> | <p>53 Wahoo - Fremont (US-77)
4 Lane Divided Expressway</p> |
| <p>14 Fremont Southeast Beltway (US-77)
4 Lane Divided Expressway</p> | <p>34 Nebraska City - Murray (US-75)
4 Lane Divided Expressway</p> | <p>54 Wakefield - Dakota City (N-35)
Additional Lane/Passing Lanes</p> |
| <p>15 Grand Island East (US-30)
4 Lane Divided Highway</p> | <p>35 Newberry Interchange (I-80, L-56G)
Interchange Modification</p> | <p>55 West O St - Cornhusker Hwy, Lincoln (US-6)
4 Lane Divided Highway</p> |
| <p>16 Gretna East - I-80 (N-370)
6 Lane Divided Highway</p> | <p>36 Norfolk - Yankton (US-81)
Additional Lane/Passing Lanes</p> | <p>56 Wyoming Line - Morrill (US-26)
4 Lane Divided Highway</p> |
| <p>17 Homer - Dakota City (US-75)
4 Lane Divided Highway</p> | <p>37 North Platte West Interchange (I-80)
New Interchange</p> | <p>57 York - N-64 (US-81)
4 Lane Divided Expressway</p> |
| <p>18 I-80 to Bellevue (N-370)
6 Lane Divided Expressway</p> | <p>38 O'Neill - Norfolk (US-20, US-275)
Additional Lane/Passing Lanes</p> | <p>58 York - Waco (I-80)
6 Lane Interstate Reconstruction</p> |
| <p>19 In Alliance (N-2)
5 Lane Urban Reconstruction
with new BNSF Overpass</p> | <p>39 Ogallala West Interchange (I-80)
New Interchange</p> | <p>59 Yutan - Platte River (N-92)
4 Lane Divided Highway</p> |
| <p>20 In Louisville & South (N-50)
4 Lane Divided Highway</p> | <p>40 Orafino - US-283 (N-18)
2 Lane Highway Modernization</p> | |

Next Steps

Regional meetings are being held July 13 through July 19 across the state. After those meetings, NDOR will review the input received and begin selecting the next round of capital improvement projects.

While this new project prioritization process is important in helping the Department select projects, it isn't the deciding factor. In addition to looking at how a project scores based on engineering performance, economic performance, and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding.

Having some measure of flexibility is important to maximize transportation investments. Recognizing transportation needs and technology change over time and many factors like the state's economic condition, material costs, inflation rates and revenue also change over time, NDOR plans to announce an initial set of selected projects this fall. It is likely that less than \$1 billion in projects will be selected so that some funds will be available in future years to address evolving capital improvement project needs. This allows NDOR to create an ongoing evaluation process to identify sets of projects that are best suited to address Nebraska's needs.



MORE INFORMATION AT:
www.roads.nebraska.gov/projects/grow-ne

WE WANT TO HEAR FROM

You.

Growing Nebraska: Prioritizing Capital Improvement Projects

Welcome, and thank you for being here. The focus of today's meeting is to provide an update on our project prioritization process, share information on the analysis of the candidate project list and, most importantly, hear from you about your priorities for transportation investments in the region.

Today's Agenda

Welcome & Overview (5 min)

Overview (3 min)

Project Prioritization Process (10 min)

Candidate Projects, Investment Ranges, and Performance (10 min)

Exercise Overview (10 min)

Facilitated Discussion in Breakout Groups (40 min)

Report Out (40 min)

Next Steps (5 min)

Expanded Candidate Project List Reflects Input and Choices

NDOR is continuing to use engineering performance in its project prioritization process for capital improvement projects and is expanding the process to better reflect the connection between transportation investments and the economy and to include more stakeholder input. Capital improvement projects are those projects that most impact our economy and allow us to grow Nebraska. Examples include adding new lanes, building new interchanges or viaducts, and improving the expressway system or federally designated high priority corridors.

In January, NDOR conducted meetings across the state and heard clearly that stakeholders support including economic impact analysis and more stakeholder input in the prioritization process. Stakeholders also supported keeping engineering performance as a part of the prioritization process. We also discussed candidate improvement projects:

- NDOR presented a list of about 60 candidate capital improvement projects, totaling more than \$3 billion.
- As a result of public input, that list grew to more than 100 projects, totaling more than \$8 billion.
- Recognizing it's more important to build a great highway system for the state rather than a few great projects, NDOR Director Kyle Schneweis instructed the Department staff to develop project scope options (or choices) so that improvements could be better targeted to specific needs and more improvements could be delivered across the state. By creating new options and breaking corridor projects into constructible segments rather than only evaluating long corridors, more than 160 project options are ready to be discussed. For more information on scope options, see the next page.

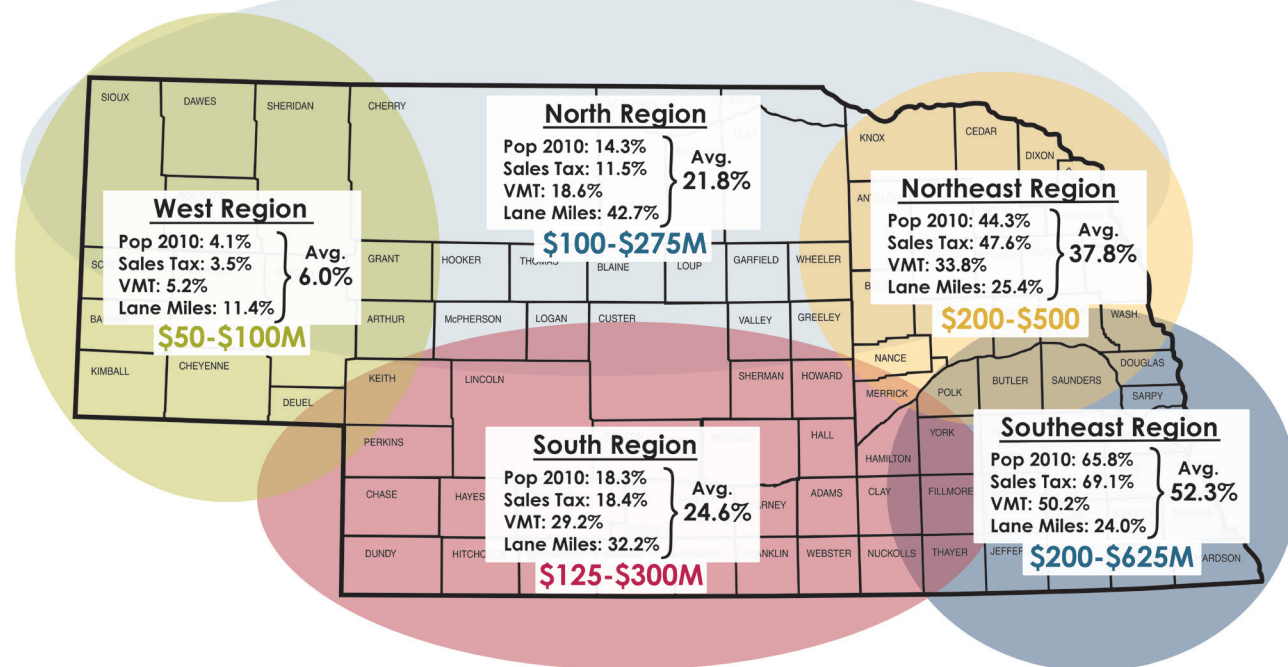
Regional Approach and Investment Ranges Help Discussions Be More Real

Recognizing that transportation investments and benefits don't stop at a line on the map, NDOR is taking a regional investment approach. An illustration of those regions is shown on the map below. You'll notice overlap between regions, which underscores the system or network approach NDOR is taking.

As part of this regional approach, and to help guide discussions about project priorities, NDOR created a spending or investment range for each region. These ranges are based on an average of the region's population, sales tax generated, vehicle miles traveled, and lane miles. The averages exceed 100 percent because some counties are included in more than one region.

Although the upper limit of the combined investment spending ranges exceeds the current investment budget of roughly \$1 billion in Build Nebraska Act and Transportation Innovation Act funds – that should not become a distraction. The purpose of the ranges is to add realism and encourage the next step in stakeholder discussions: prioritizing candidate projects.

Investment Ranges for Creating Conversation



About the spending ranges: Spending ranges have been developed for discussion purposes only. These ranges are not intended to indicate program levels for specific regions. Instead, these spending ranges will help NDOR better understand regional priorities.

Scope Options

The estimated cost of candidate projects far exceeds the budget available. To expand our ability to provide more transportation improvements, NDOR staff developed scope options for projects where choices could be made available. For example, several long corridors are included on the list, so we've broken those long corridors into smaller segments for analysis. There are also a lot of 4-lane highway improvements on the list, so we're looking at alternatives, like Super 2 highways and 2 + 2 options that provide improvements without having to build a more expensive standard 4-lane highway. That's not to say we aren't looking at building longer corridors or 4-lane highways; rather, it means we're expanding options for engineers and communities to consider. Options include:

- **4-lane divided highway** - A 4-lane highway where access is controlled. Intersections may be at-grade or have on- and off-ramps.
- **4-lane expressway** - Same as the 4-lane divided highway, but on Nebraska's designated expressway system.
- **Bypass** - A highway that goes around a populated area, allowing traffic to maintain highway speeds.
- **Super 2** - A 2-lane roadway with better paved shoulders and additional passing lanes.
- **2 + 2** - A highway that uses the existing two lanes of highway and adds two more lanes to make a 4-lane divided highway.

Project Prioritization Process

The updated project prioritization process includes three primary components:

1. Engineering Performance – The updated process continues to use the same engineering factors as the previous prioritization process, including: safety, the amount of traffic, percent of cars and trucks, congestion, travel time savings, vehicle operating costs, cost of improvement, and maintenance and operation costs of the roadway.

2. Economic Performance – NDOR is analyzing the economic performance of proposed projects for three important reasons:

- To make sure transportation investments support the state's goal to grow Nebraska
- To help differentiate between seemingly similar projects
- To better understand how transportation investments are experienced in the wider economy

NDOR is using TREDIS, a nationally recognized economic model for transportation planning, to analyze the economic performance of candidate projects. Performance is measured by growth in jobs, income and gross state product.

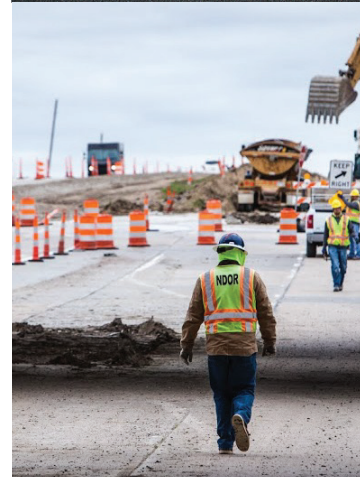
3. Stakeholder Input – Stakeholder involvement leads to better and more informed decisions. NDOR is actively engaging stakeholders across the state in discussions about project prioritization and how projects support communities' visions for growth and safety. The new process follows NDOR's model for increased public input.

Overall Performance Better Informs Investment Decisions

As you'll see on the candidate project list, overall performance reflects engineering performance and economic performance. NDOR will consider performance and stakeholder input, as well as other factors outlined on the back page when selecting capital improvement projects.

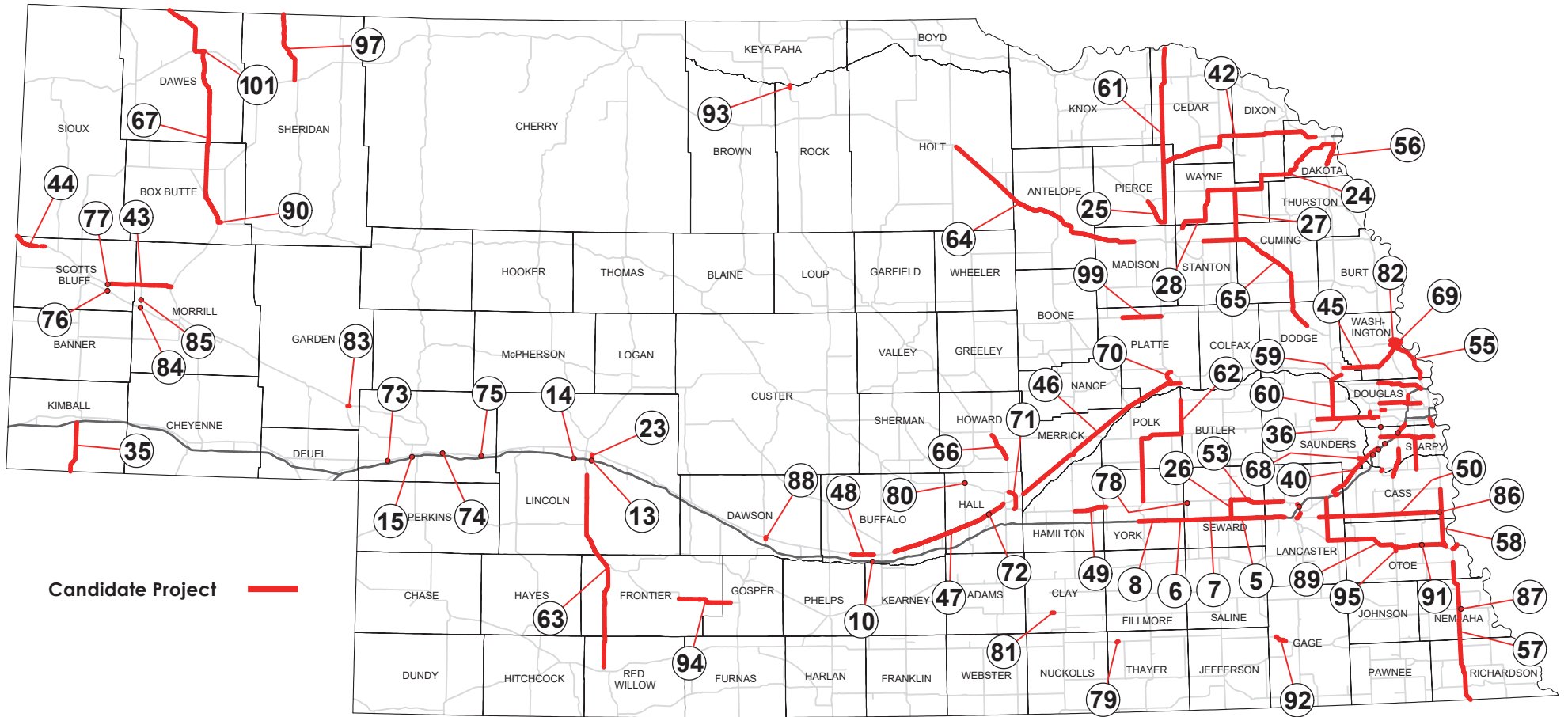
Accounting for Urban and Rural Differences

NDOR knows there is a difference in economic growth in urban and rural areas, and we're taking differences into account in the prioritization process in several ways. First, we look at data specific to each county, such as what industries are located in each county and how those industries respond to transportation investments. We are also applying urban growth patterns to urban areas and rural economic growth patterns to rural areas. Cass, Douglas, Lancaster, Sarpy, Saunders, Seward, and Washington counties are considered urban areas, and the remaining counties are considered rural. Most importantly, because we recognize the differences in urban and rural areas – engineering and economic performance scores were developed separately for urban and rural projects, based on where the project is located.

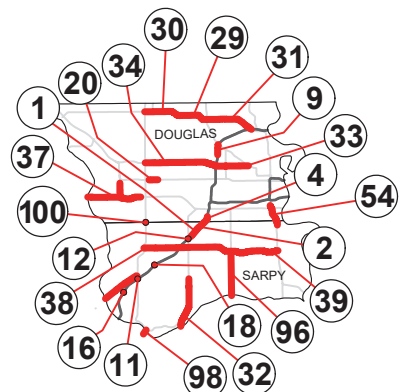
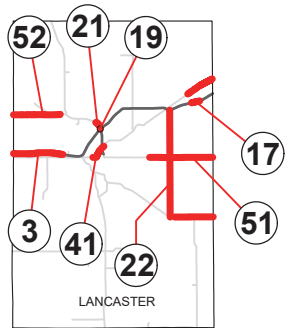


Item D.1

NDOR Statewide Candidate Projects



Candidate Project —



NDOR Statewide Candidate Project List

July 2016

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
<i>Interstate projects</i>									
1	I-80 Auxiliary Lanes from 126th St to N-50	Add auxiliary lanes	\$9	1	50,210	1.331	●	◐	●
2	I-80 from Giles Road to Harrison St	Add auxiliary lanes	\$15	1	119,315	0.775	◐	●	●
3	I-80 from Pleasant Dale to NW 56th St	6 lane interstate	\$76	8	60,415	0.285	◐	●	●
4	I-80 from "Q" St to Harrison St (westbound) in Omaha	Add lane to westbound interstate	\$3	1	82,950	1.284	●	●	●
5	I-80 from Seward to Pleasant Dale	6 lane interstate	\$92	10	43,380	0.408	◐	●	◐
6	I-80 from Waco West to West of Beaver Crossing	6 lane interstate	\$85	9	35,520	0.311	◐	●	◐
7	I-80 from West of Beaver Crossing to West of Seward	6 lane interstate	\$80	9	34,770	0.329	○	◐	◐
8	I-80 from York West to West of Waco	6 lane interstate	\$67	8	35,945	0.250	◐	◐	◐
9	I-680 from Fort St to Irvington in Omaha	6 lane interstate	\$29	1	84,080	0.285	●	●	●

The engineering, economic and overall performance reflects the relativity of a project's score to all other projects statewide.

- Project scored in roughly the top 25 percent
- ◐ Project scored in roughly the middle half
- Project scored in roughly the bottom 25 percent

For both engineering and economic performance, scores were developed separately for rural and urban projects.

<p><u>Crash Rate</u> The crash rate reflects, on average, how many crashes are occurring per 100 million vehicle miles traveled.</p>	<p><u>Engineering Performance</u> This score takes into account safety, the amount of traffic, percent of cars and trucks, congestion, travel time savings, vehicle operating costs, cost of improvement, and maintenance and operation costs of the roadway.</p>	<p><u>Economic Performance</u> This score is determined by measuring growth in jobs created, wage income, and gross state product.</p>	<p><u>Overall Performance</u> Overall performance is calculated by combining the engineering score, weighted at 60%, with the economic impact score, weighted at 40%.</p>
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ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
Interchange projects									
10	I-80 Kearney West Interchange	New interchange construction	\$38	4	18,700	0.451	●	●	●
11	I-80 and N-31 Interchange	Interchange improvements	\$14	1	11,310	0.392	●	○	●
12	I-80 and N-50 Interchange	Interchange improvements	\$12	1	27,130	2.107	●	●	●
13	I-80 Newberry Interchange	Interchange improvements	\$11	1	9,050	5.253	●	●	●
14	I-80 North Platte West Interchange	New interchange construction	\$21	2	2,480	0.291	●	○	●
15	I-80 Ogallala West Interchange	New interchange construction	\$27	1	5,440	0.849	●	●	●
16	I-80 Pflug Road Interchange	New interchange construction	\$14	1	2,180	0.268	●	○	●
17	I-80 and 162nd Street Interchange in Waverly	New interchange construction	\$17	1	5,970	0.210	●	○	○
18	I-80 and 192nd Street Interchange in Omaha	New interchange construction	\$16	1	6,630	0.344	●	○	●
19	I-80/I-180 Interchange in Lincoln	Interchange improvements	\$41	4	52,210	1.005	●	●	●
20	US 6 at 192nd St and West Dodge Road in Omaha	Interchange improvements	\$17	1	68,060	0.336	●	●	●
21	US 34 and Fletcher Ave Interchange in Lincoln	New interchange construction	\$25	1	28,940	3.241	●	●	●
4-lane and 2-lane projects									
22	Lincoln East Beltway	4 lane divided highway	\$247	13	24,070	1.510	●	●	●
23	L56G from Platte River to US 30 in North Platte	4 lane divided highway	\$11	2	9,245	2.020	●	●	●
24	N-9 and N-35 from Wakefield to Dakota City	Super 2	\$40	27	3,905	0.509	●	●	●
25	N-13 from Pierce to US 81	4 lane divided highway	\$38	9	4,810	0.674	●	●	●
		Super 2	\$13				○	●	●
26	N-15 In Seward and South	4 lane divided highway	\$30	5	9,230	0.992	○	●	●
27	N-15 from Wayne South	Super 2	\$23	15	2,820	0.587	○	●	○
28	N-35 from Norfolk to Wakefield	Super 2	\$56	37	4,105	0.789	●	●	●
29	N-36 from Bennington to N-133	4 lane divided highway	\$24	4	16,240	1.059	●	●	●
30	N-36 from N-31 Junction to Bennington	4 lane divided highway	\$24	4	12,340	1.171	●	●	●
31	N-36 from N-133 to I-680	4 lane divided highway	\$40	6	12,280	1.592	●	●	●
32	N-50 from Louisville to Springfield	4 lane divided highway	\$63	9	8,655	1.201	○	●	●
32A	N-50 from Springfield South	4 lane divided highway	\$27	6	9,190	0.932	●	●	●
32B	N-50 from Louisville North	4 lane divided highway	\$30	1	9,235	1.571	○	○	○
32C	N-50 in and South of Louisville	4 lane divided highway	\$7	2	6,320	1.802	●	○	●
33	N-64 from I-680 to N-133	6 lane highway	\$25	4	23,380	5.055	●	●	●

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
34	N-64 from N-31 to I-680	6 lane highway	\$51	8	30,140	2.094	●	●	●
35	N-71 from Kimball South	Super 2	\$23	15	1,795	0.474	◐	◐	◐
36	N-92 from Mead to Yutan	4 lane divided highway	\$23	5	6,620	0.584	○	◐	○
37	N-92/US 275 East of Yutan	4 lane divided highway	\$64	10	12,555	1.014	◐	◐	◐
37A	N-92 from Yutan to Platter River	4 lane divided highway	\$10	2	10,255	1.416	◐	○	○
37B	N-92 from Platte River East	4 lane divided highway	\$26	3	9,770	1.429	◐	○	○
37C	US 275 from L-28B to US 6 / N-31	4 lane divided expressway	\$28	4	15,790	0.505	◐	◐	◐
38	N-370 from Gretna East to I-80	6 lane divided highway	\$7	4	23,820	1.732	●	●	●
39	N-370 from I-80 to Bellevue	6 lane divided highway	\$21	12	45,770	1.483	●	●	●
40	US 6 from Waverly to N-31	Super 2	\$44	19	7,815	0.656	◐	○	○
41	US 6 from West O St to Cornhusker Hwy	4 lane divided highway	\$16	2	23,150	1.673	◐	◐	●
42	US 20 from US 81 to Jackson	Super 2	\$86	50	3,260	0.450	●	●	●
43	US 26 from Minatare to US 385	4 lane divided highway	\$80	18	4,114	0.683	○	◐	◐
44	US 26 from Wyoming State Line to Morrill	4 lane divided highway	\$38	8	5,495	1.079	◐	◐	◐
		Super 2	\$12				◐	◐	◐
45	US 30 from Fremont to Blair	4 lane divided highway	\$104	21	8,675	0.965	◐	●	◐
		Super 2	\$37				◐	◐	◐
45A	US 30 from Fremont to N-31	4 lane divided highway	\$54	11	5,200	0.461	○	◐	○
45B	US 30 from N-31 to Blair	4 lane divided highway	\$50	11	12,300	1.489	◐	●	◐
46	US 30 from Grand Island to Columbus	4 lane divided highway	\$242	58	5,495	0.660	◐	●	●
		Super 2	\$87				●	●	●
46A	US 30 from Grand Island to Chapman	4 lane divided highway	\$33	8	7,240	0.594	◐	◐	◐
46B	US 30 from Chapman to Central City	4 lane divided highway	\$42	10	7,055	0.940	◐	◐	◐
46C	US 30 from Central City to Clarks	4 lane divided highway	\$47	11	4,465	0.630	◐	◐	◐
46D	US 30 from Clarks to Silver Creek	4 lane divided highway	\$46	11	4,655	0.434	◐	◐	◐
46E	US 30 from Silver Creek to Duncan	4 lane divided highway	\$46	11	4,625	0.517	◐	◐	◐
46F	US 30 from Duncan to Columbus	4 lane divided highway	\$28	7	5,525	1.060	◐	◐	◐

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
47	US 30 from Kearney to Grand Island	4 lane divided highway	\$150	36	7,825	0.667			
		Super 2	\$62						
47A	US 30 from Kearney to Gibbon	4 lane divided highway	\$36	9	10,135	0.509			
47B	US 30 from Gibbon to Wood River	4 lane divided highway	\$59	14	6,755	0.533			
47C	US 30 from Wood River to Grand Island	4 lane divided highway	\$55	13	7,895	0.908			
48	US 30 from Kearney West	4 lane divided highway	\$27	7	8,650	0.523			
49	US 34 from Aurora to York	Super 2	\$41	20	3,125	0.601			
50	US 34 from East of Eagle to Union	Super 2	\$42	24	2,355	0.534			
51	US 34 from Lincoln to Eagle	4 lane divided highway	\$56	12	9,645	0.558			
		4 lane & Super 2	\$39						
51A	US 34 from Lincoln East	4 lane divided highway	\$29	5	14,650	0.646			
51B	US 34 from Eagle East and West	4 lane divided highway	\$27	7	5,740	0.489			
		Super 2	\$10						
52	US 34 Malcolm Spur East and West	4 lane divided highway	\$12	3	9,580	1.242			
53	US 34 from Seward to NW 126th St	Super 2	\$18	11	5,520	1.060			
54	US 75 at Chandler Road North (northbound) in Omaha	Add lane to northbound lanes	\$10	3	47,310	1.967			
55	US 75 from Douglas County Line to Blair	4 lane divided expressway	\$61	13	6,580	1.653			
		Super 2	\$20						
56	US 75 from Homer to Dakota City	4 lane divided expressway	\$25	6	9,610	0.310			
		Super 2	\$8						
57	US 75 from Kansas State Line to N-128	Super 2	\$74	42	5,320	0.529			
58	US 75 from Nebraska City to Murray	4 lane divided expressway	\$79	17	5,825	0.452			
58A	US 75 South of Union	4 lane divided expressway	\$49	10	5,400	0.485			
58B	US 75 from Union to Murray	4 lane divided expressway	\$30	7	6,390	0.380			
59	US 77 / Fremont Southeast Beltway	4 lane divided expressway	\$26	4	11,480	3.688			
60	US 77 Wahoo to Fremont	4 lane divided expressway	\$68	16	5,990	0.462			
60A	US 77 from Wahoo East	4 lane divided expressway	\$27	6	7,565	0.446			
60B	US 77 from Mead North	4 lane divided expressway	\$21	5	4,615	0.284			
60C	US 77 from Fremont South	4 lane divided expressway	\$20	5	5,450	0.791			
61	US 81 from Norfolk to South Yankton	Super 2	\$78	52	5,045	0.345			

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
62	US 81 from York North	4 lane divided expressway	\$214	43	5,265	0.489	●	●	●
62A	US 81 from York North	4 lane divided expressway	\$32	7	5,655	0.483	●	●	●
62B	US 81 from Stromsburg South	4 lane divided expressway	\$23	6	4,905	0.043	●	●	●
62C	US 81 from Stromsburg North	4 lane divided expressway with bypass	\$37	5	4,075	0.796	●	●	●
		4 lane divided expressway, no bypass	\$18				●	●	●
62D	US 81 from Osceola East and West	4 lane divided expressway with bypass	\$47	8	4,540	0.524	●	●	●
		4 lane divided expressway, no bypass	\$31				●	●	●
62E	US 81 from Shelby East and West	4 lane divided expressway with bypass	\$36	6	5,255	0.587	●	●	●
		4 lane divided expressway, no bypass	\$23				●	●	●
62F	US 81 East Junction of N-92 North	4 lane divided expressway	\$39	10	6,415	0.491	●	●	●
63	US 83 from McCook to North Platte	4 lane divided highway	\$248	60	2,545	0.791	●	●	●
		Super 2	\$92				●	●	●
63A	US 83 from McCook to Frontier County Line	4 lane divided highway	\$39	9	2,580	0.503	●	●	●
63B	US 83 from Frontier County Line to Road 736	4 lane divided highway	\$41	10	2,310	0.844	●	●	●
63C	US 83 from Road 736 to N-23	4 lane divided highway	\$49	12	2,135	1.373	●	●	●
63D	US 83 from N-23 South Junction to North Junction	4 lane divided highway	\$57	14	2,755	0.991	●	●	●
63E	US 83 from N-23 to Lone Star Road	4 lane divided highway	\$25	6	2,530	0.289	●	●	●
63F	US 83 from Lone Star Road to North Platte	4 lane divided highway	\$36	9	3,190	0.321	●	●	●
64	US 275 from O'Neill to Norfolk	Super 2	\$103	64	3,450	0.588	●	●	●
65	US 275 from Pilger to Scribner	4 lane divided expressway	\$297	50	7,390	0.646	●	●	●
65A	US 275 from Pilger West	4 lane divided expressway	\$43	9	7,390	0.193	●	●	●
65B	US 275 from Pilger to Wisner	4 lane divided expressway with bypass	\$53	9	7,105	0.877	●	●	●
		4 lane divided expressway, no bypass	\$29	8			●	●	●
65C	US 275 from Wisner to Beemer	4 lane divided expressway	\$30	7	6,310	0.519	●	●	●
65D	US 275 from Beemer to West Point	4 lane divided expressway	\$26	6	6,630	0.639	●	●	●
65E	US 275 from West Point North and South	4 lane divided expressway with bypass	\$89	11	8,915	0.925	●	●	●
65F	US 275 from Scribner North and South	4 lane divided expressway with bypass	\$56	9	7,730	0.7	●	●	●
		4 lane divided expressway, no bypass	\$43				●	●	●
66	US 281 from St. Paul South	4 lane divided highway	\$18	8	4,935	0.825	●	●	●

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
67	US 385 from Alliance to South Dakota State Line	4 lane divided highway	\$327	78	2,710	0.702			
		Super 2	\$117						
67A	US 385 from Alliance to Chadron	4 lane divided highway	\$247	59	2,660	0.837			
		Super 2	\$89						
67B	US 385 from Chadron to South Dakota State Line	4 lane divided highway	\$80	19	2,855	0.342			
		Super 2	\$28						

Bypass projects

68	US 6 / N-66 Ashland Bypass	4 lane divided highway	\$14	2	6,580	0.864			
69	US 30 Blair East Bypass	4 lane divided highway	\$20	2	15,060	2.144			
70	US 30 Columbus West Bypass	4 lane divided highway	\$47	9	3,450	2.907			
71	US 30 Grand Island East Bypass	4 lane divided highway	\$42	6	8,830	4.234			

Viaduct projects

72	L40C Alda Viaduct	Reconstruct viaduct	\$6	1	1,592	1.448			
73	L51A Brule Viaduct	Viaduct	\$11	2	1,080	2.774			
74	L51B Roscoe Viaduct	Viaduct	\$13	3	520	2.879			
75	L51C Paxton Viaduct	Viaduct	\$6	1	1,685	2.160			
76	L79E Melbeta Viaduct	Viaduct	\$9	2	1,990	1.641			
77	L79E Minatare Viaduct	Viaduct	\$8	2	1,965	1.807			
78	L80F Utica Viaduct	Viaduct	\$10	2	1,365	4.151			
79	N-4 Davenport Viaduct	Viaduct	\$6	1	775	0.000			
80	N-11 Cairo Viaduct	Viaduct	\$8	1	3,375	1.816			
81	N-74 Fairfield Viaduct	Viaduct	\$10	2	1,320	1.010			
82	N-91 Blair Viaduct	Viaduct	\$14	2	2,675	0.000			
83	N-92 Lewellen Viaduct	Viaduct	\$6	1	580	0.000			
84	US 26 Bayard South Viaduct	Viaduct	\$14	3	1,330	1.717			
85	US 26 Bayard Viaduct	Viaduct	\$9	2	2,290	0.822			
86	US 34 Union Viaduct	Viaduct	\$17	3	1,525	1.996			
87	US 136 Auburn Viaduct	Viaduct	\$5	1	3,320	0.000			
88	US 283 Lexington Viaduct	Widen viaduct	\$13	1	14,520	2.800			

ID	Project Description	Scope Options	Project Cost (millions)	Project Length (miles)	Projected Average Daily Traffic (2035)	Crash Rate	Engineering Performance	Economic Performance	Overall Performance
Other projects									
89	N-2 from Lincoln to Nebraska City	Upgrade to freeway	\$175	40	14,425	0.338	●	○	○
89A	N-2 from Lincoln to Palmyra	Upgrade to freeway	\$35	9	17,505	0.361	●	○	●
89B	N-2 to Palmyra to Syracuse	Upgrade to freeway	\$49	12	14,375	0.275	●	○	●
89C	N-2 from Syracuse to Dunbar	Upgrade to freeway	\$44	8	14,290	0.289	●	○	●
89D	N-2 from Dunbar to Nebraska City	Upgrade to freeway	\$47	11	12,700	0.419	●	○	●
90	N-2 Underpass in Alliance	Underpass	\$9	<1	12,055	0.994	●	●	●
91	N-2 and N-67 Intersection in Dunbar	Intersection improvements	\$6	<1	13,225	3.721	●	○	○
92	N-4 from Beatrice West	Improved and relocated 2 lane highway	\$9	3	2,120	1.386	●	●	●
93	N-7 from Bassett to Springview	2 lane highway modernization	\$2	2	495	1.715	●	○	●
94	N-18 from Orafino to US 283	2 lane highway modernization	\$22	16	125	7.532	●	○	○
95	N-50 In Syracuse	3 lane highway	\$1	1	7,290	2.503	●	●	●
96	N-85 from Papillion South	New 2-lane highway connection	\$50	11	6,100	1.856	○	●	●
97	N-87 from Rushville to White Clay	2 lane highway modernization	\$34	21	950	1.527	●	○	●
98	Platte River Bridge connecting N-31 to N-66	New 2-lane highway connection	\$33	2	2,550	1.714	○	○	○
99	N-91 from Lindsay to US 81 Junction	2 lane highway modernization	\$16	12	3,830	0.403	●	●	●
100	US 6 and Harrison St Intersection Improvements	Intersection improvements	\$0.4	1	27,380	0.492	●	○	●
101	US 20 and US 385 East Junction in Chadron	Intersection improvements	\$1	1	12,290	0.516	●	○	●

Executive Director's Report

September 29, 2016

Staffing News

Lynn Dittmer has accepted a job with a consulting firm and her last day at MAPA will be October 20. We greatly appreciate Lynn's service over the past ten years. An advertisement is up and we hope to quickly fill her position with a qualified individual to lead our Community-Economic Development team.

Housing Update

Chuck has been busy with several meetings to explore options for a housing project. We intend to apply next spring for Nebraska Housing Trust Fund through N-DED. Conversations have recently been held with many communities in Nebraska as well as discussions on senior housing in Neola. There appears to be strong interest in Waterloo and Valley as well as Blair and Herman. We will reply to an RFP from Council Bluffs to provide Home Inspection services on approximately 10-15 homes for CDBG rehab.

Brownfields

The South Omaha Brownfields project close date is September 30, 2016. MAPA is discussing partnering on a Brownfields grant that assists workforce in Brownfields area with several community partners including Heartland Workforce Solutions and Gleatha Glispie, the Economic Inclusion Consultant for OPS.

Economic Development Administration (EDA) Grant for Whispering Roots

Whispering Roots / 75 North Cooperation received a grant for \$315,000 from EDA to support their hydroponic agriculture system in North Omaha. The grant will fund purchase aquaculture, hydroponic, and culinary equipment for an aquaponics facility in North Omaha. MAPA staff have been involved with these conversations for years and will provide administration on the grant.

CDBG

MAPA is working with Carson and Macedonia on Downtown Revitalization (DTR) applications & Hancock for a wastewater application. MAPA is working with Gretna on a DTR grant. We have worked with Carter Lake on a potential wastewater grant, but they must complete an income (LMI) survey to be eligible.

Douglas County Comp Plan

MAPA staff teamed with UNO Center for Public Affairs and Research and interviewed with Douglas County Environmental Services to do their Comp Plan. We were not selected for the project.

Little Steps Updates

Staff and project partners have appeared on KMTV's Morning Blend 3 times July, August and September. The monitoring program at schools received good coverage when it began earlier this month (See packet). We received grant from the Nebraska Academy of Sciences to continue the school program. It will begin at Lothrop Elementary School (OPS) starts today. We have already been to St. Gerald's Catholic School and Elkhorn Public Schools.

Greg Youell participated in a press event last week with Governor Ricketts, USDA Deputy Secretary, Green Plains and Kum & Go to recognize their launch of E-15 available throughout the metro area. Any vehicle that is 2001 or later can use E-15, which is 15% ethanol, 85% gasoline, versus the standard E-10. Ethanol is part of the Little Steps program because it is a cleaner burning fuel that has been shown to improve air quality.

NARC Executive Directors / Board

Greg Youell and Mayor Sanders attended the NARC Conference in South Bend IN. I received great information on scenario planning, traffic and crash data, new program opportunities, transit, HR, etc.

**Metropolitan Area Planning Agency
Transportation Planning Activities | Quarterly Progress Report**

Reporting Period: August 15, 2016 – September 16, 2016

Transportation Forums (140) –

Objective:

To provide a forum for coordination and cooperation between MAPA and agencies, organizations and stakeholders involved and interested in planning, designing, maintaining and providing transportation services.

Program Activity

- Held monthly meeting of the Transportation Technical Advisory Committee (TTAC) in August
- Prepared materials for the monthly meeting of the Transportation Technical Advisory Committee (TTAC) in September
- Held ProSeCom meeting on September 16th for performance measure discussion

140	End Products	Schedule
01	Transportation Technical Advisory Committee (TTAC) Meetings	Monthly
02	Nebraska Department of Roads (NDOR) Statewide MPO Meeting	Quarterly and Annually
03	Iowa Department of Transportation (Iowa DOT) MPO and RPA Meeting	Quarterly
04	Travel Demand Model Meeting	As Needed
05	Regional GIS Users Group	As Needed
06	Project Review Committee	As Needed

Summit and Working Groups (150) –

Objective:

MAPA will convene a semi-annual summit and several subcommittees or working groups around specific transportation-related topics.

Program Activity

- Held Super Group meeting to discuss LRTP 2050 Performance Measures and project selection criteria with members of ProSeCom, TAP-C and the CTC

150 End Products		Schedule
01	Transportation Summit and Working Groups	Fall 2015, Spring 2016
02	Project Review Committee comments to State and Federal agencies	Ongoing

Technical and Policy Education (170) –

Objective:

To provide ongoing technical and policy education for planning and research activities.

- Attended NROC training in Kearney
- Attended TRB Tools of the Trade conference
- Attended the FHWA and FTA performance measure peer exchange
- Attended IARC meeting

170 End Products		Schedule
01	Technical and Policy Education Events	Ongoing
02	Related Association Participation (NROC, IARC, NADO, NARC, etc.)	Ongoing
03	Professional Certifications and Memberships	Ongoing

Public Forums and Workshops (180) –

Objective:

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To provide and support public forums and workshops that identify and discuss timely topics or special subjects of a regional significance.

Program Activity

- No activity this month.

180 End Products		Schedule
01	Public Events and Workshops	As Needed

Policy and Administrative Forums (190) –

Objective:

To maintain and coordinate policy and administrative forums. Work includes but is not limited to creating agendas, supporting materials, conduct meetings and communications with committee members.

Program Activity

- Reviewed invoices for approval at the July and August meetings of the Finance Committee
- Prepared materials recommended by the TTAC for approval by the MAPA Board of Directors
- Prepared and mailed invitations for Annual Meeting
- Coordinated catering and venue for Annual Meeting
- Held August Finance Committee Meeting & Board of Directors Meeting

190 End Products		Schedule
01	Board of Directors Meetings	Monthly
02	Finance Committee Meetings	Monthly
03	Council of Officials Meetings	Quarterly

Short Range Planning (410) –

Objective:

Develop and refine the short-range transportation planning process. Develop and maintain the TIP. Collect and maintain data (such as land use, population, employment, housing, and traffic) to analyze trends and growth patterns. Utilize and coordinate GIS and aerial photography activities. Assist local jurisdictions in the programming, funding, and delivery of transportation improvements including

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projects like B-Cycle. Develop and maintain performance measures to track progress toward regional goals.

Program Activity

- Produced copies of the FY2017-2022 TIP for distribution to libraries
- Approved Administrative Modification 11 to the FY2016 Transportation Improvement Program (TIP)
- Finalized distribution process for 2016 NIROC Aerial Photos

410	End Products for Work Activities	Schedule
01	TIP Development and Administration (FY 2018 – 2023)	Spring 2017
02	Transportation Funding Analysis	Ongoing
03	Local / State Projects and Activities	Ongoing
04	Traffic Data Collection and Analysis	Ongoing
05	Growth Monitoring and Data Analysis	Ongoing
06	GIS Activities	Ongoing
07	NIROC Aerial Photography	Spring 2016 – Spring 2018
08	Performance Measures	Fall 2018
09	Health and Safety Activities	Ongoing
10	ProSe-Com (FY 2018 TIP)	Fall 2016 – Winter 2017
11	TAP-C (FY 2018 TIP)	Fall 2016 – Winter 2017
12	Omaha Active Transportation Activities	Ongoing

Long Range Planning (420) –

Objective:

Conduct the long-range transportation planning process. Implement and maintain the regional LRTP. Develop medium and long-range growth forecasts / traffic simulations for the region. Create local and corridor-level planning studies. Support the development of Complete Streets and transportation activities recommended by the LRTP.

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Program Activity

- Developed alternative land use scenarios for 2050 LRTP
- Continued development of Technical Memorandum 2 for the 2050 Long Range Transportation Plan
- Continued TDM development
- Participated in Bike Omaha Network implementation committee meeting
- Participated in Omaha Bikes’ Bike Congress coordination meeting
- Scheduled public meetings throughout the region for the 2050LRTP
- Worked with community partners to develop format to send out public meeting notices and materials

420 End Products		Schedule
01	LRTP Development and Administration (2050 LRTP)	Fall – Winter 2017 – 2018
02	Long-Range Planning Activities and Studies	Ongoing
03	Travel Demand Modeling	Ongoing
04	Population and Employment Forecasting	Ongoing
05	LUUAM	Ongoing
06	Bicycle / Pedestrian Planning Activities (Metro Bicycle Safety Education)	2016 – 2017
06	Bicycle / Pedestrian Planning Activities (Regional Bicycle / Pedestrian Plan)	Ongoing
06	Bicycle / Pedestrian Planning Activities (Multi-Modal Working Groups at Summits)	Semi-Annually
07	Passenger Rail Planning Activities	Ongoing
08	Freight and Goods Movement / Private Sector	Ongoing
09	Heartland 2050	Ongoing
10	Metro Area Travel Improvement Study (MTIS)	Ongoing
11	Sarpy County Studies	December 2017

12	Platteview Road Corridor Study Phase 2	December 2017
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Public Participation Activities (430) –

Objective:

Conduct public involvement activities in accordance with the Public Participation Plan (PPP) to effectively and continuously engage public input for the transportation planning process.

Program Activity

- Developed a Public Involvement Plan specific to Heartland 2050 processes
- Worked with community partners on promoting and developing the fall Citizens Academy
- Scheduled public meetings for 2040 LRTP, 2050 LRTP, Sarpy County Transit Study, and the Pottawatomie County Transportation Plan
- Developed meeting materials and strategy for the 2050 LRTP

430 End Products		Schedule
01	Public Participation Plan (PPP) (Maintenance and Revision)	Ongoing
01	Public Participation Annual (PPP) (Annual Activities Report)	Annually
02	Public Involvement and Engagement Activities	Ongoing
03	Citizen’s Academy for Omaha’s Future	Semi-annually
04	Civil Rights / Title VI Plan	Ongoing
04	Civil Rights / Title VI Plan (Annual DBE Goals)	2017
05	Citizen’s Advisory Committee (CAC)	Ongoing

Transit and Human Service Transportation (440) –

Objective:

To conduct and coordinate planning for mass transit and paratransit in the MAPA region.

Program Activity

- Worked with FTA to submit a new grant for FY14, FY15, and FY16 5310 operations funding
- Worked with CTC partners on implementing performance measures in the LRTP that relate to

transit needs

- Continued development of informal coordination efforts with the CTC
- Set up stakeholder and public meetings and meeting materials for the Sarpy County Transit study
- Assisted community and public with questions on mobility issues and resources in the region

440 End Products		Schedule
01	Transit Planning Activities	Ongoing
02	Coordinated Transit Committee (CTC)	Ongoing
03	Sections 5310 and 5307 Funding	Ongoing
04	Mobility Coordination	Ongoing
05	Central Omaha Bus Rapid Transit (BRT) / Urban Circulator	Fall 2018
11	Sarpy County Transit Study	June 2017

Air Quality / Environmental (450) –

Objective:

Improve air quality and take proactive measures to reduce environmental impacts and improve energy conservation as related to transportation.

Program Activity

- Started school ozone monitoring program with air quality monitors distributed for use at area schools
- Broadcast and social media campaign continues for Little Steps Big Impact
- Continued coordination with City of Omaha on implementation of CMAQ award to expand the bikeshare network in Omaha
- Completed application for Nebraska Environmental Trust grant for Little Steps Big Impact
- Continued work on the Electric Vehicle Grant with NDOR and community partners
- Held photo event with Cargill for support of ‘Little Steps. Big Impact.’

450 End Products		Schedule
01	Rideshare / Travel Demand Management (Website Administration)	Ongoing

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02	Air Quality Activities (Little Steps. Big Impact)	2016 – 2017
02	Air Quality Activities (Alternative Fuel Education)	Ongoing
02	Air Quality Activities (Summit / Working Groups)	Annually
03	NCEA / Iowa Efforts (Electric Vehicle Infrastructure Grants)	2016 – 2017

Iowa Regional Planning Affiliation (460) –

Objective:

To provide administration for Iowa RPA-18 and develop a regional TIP and LRTP for Harrison, Mills, and Shelby counties and the non-urbanized portion of Pottawattamie County that can be integrated into the State Transportation Improvement Plan (STIP) and State Transportation Plan.

Program Activity

- Held September meeting of the Policy & Technical Committees
- Approved amendment to the RPA-13 and RPA-18 Passenger Transportation Plan
- Participated in Transportation Access and Disability Employment Issues workshop with SWITA and human services agencies
- Continued development of Technical Memorandum 2 for the Pottawattamie County Transportation Plan

460	End Products	Schedule
461	Transportation Forums/Committee Administration	Ongoing
462	Transportation Planning Work Program	Spring 2017
463	Regional Transportation Improvement Program (RTIP) / Short Range Planning	Spring 2017
464	Long Range Transportation Plan (LRTP) / Long Range Planning	Ongoing
465	Public Participation Plan (PPP) and Activities	Ongoing
466	Human Services Transportation Coordination	Ongoing
467	RPA Technical & Policy Education	Ongoing
468	RPA Related Association Participation	Ongoing

469	Pottawattamie County Transportation Plan	Winter 2016
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Congestion Management / Safety and Technology (470) –

Objective:

Monitor traffic congestion levels in the region through the CMP. Promote a safe and efficient transportation system through the development of management, operations, safety, and technological strategies / solutions.

Program Activity

- Updated Metro Area Motorist Assist (MAMA) Program database
- Attended area TIM working group meeting on September 15th

470 End Products		Schedule
01	CMP	2016 – 2017
01	CMP (Summit / Working Groups)	Annually
02	TIM / MAMA / Plan Update	Ongoing / 2017
03	Regional ITS Architecture	Ongoing
04	Safety / Security Planning	Ongoing
04	Safety / Security Planning (Summit / Working Groups)	Annually
05	Traffic Signals / Technology	Annually

Community Development Assistance (710) –

Objective:

To provide technical assistance to jurisdictions in identifying community development needs and the resources to meet those needs.

Program Activity

- City of Crescent Comprehensive Plan final draft being reviewed. Reviewing zoning and subdivision ordinances with Planning Board.
- Continuing CDBG administration for Walnut Downtown.
- Continued to conduct research and collect information for Macedonia Downtown Revitalization

Application.

- Continued to conduct research and collect information for Carson Downtown Revitalization Application.
- Working to finalize work for Brownfields project.
- Working with Community Improvements to Increase Economic Stability (CITIES) Program on program administration. Working with communities on fall applications.
- Working with Carter Lake on funding options for sewer improvements. Working to complete an LMI study for CDBG funding.
- Working on Treynor Comprehensive Plan process.
- Coordinate meetings and working with Gretna on potential H2050 Mainstreet Tool Kit.
- Working with Mills County Board of Supervisors on cost estimate for economic development plan.
- Researching funding for Mills County Tails.
- Discussed providing general administration services to Whispering Roots for EDA grant.
- Began Environmental Assessment for Walnut's proposed well construction project.
- Began environmental review process for CDBG re-use loan project in Blair.
- Attend Ralston City Council Meeting for Leadership Community Designation
- Participated in first Joint PC/TAC meeting for JLUS. Complete draft of Bylaws
- Attend IEDA SHPO Programmatic Agreement Training.
- Attend Military TAG meeting
- Attend NROC Conference
- Prepared and did interview with Douglas County for Comprehensive Plan.

Economic Development Assistance (720) –

Objective:

To provide technical assistance to jurisdictions to identify economic development needs and the resources to meet those needs.

Program Activity

- Continue to coordinate with representatives of north Omaha-based nonprofit and Mayor's office to discuss investment for facility acquisition/rehabilitation.
- Submitted summary of EDA programs to community-based organizations in Douglas County that serve low and moderate income persons and neighborhoods.
- Working with Neola to understand senior housing needs.
- Received lead paint Housing Renovation Certification
- Working with Council Bluffs on possible housing inspection and bid specification services for city's renovation program
- Met with Valley, Springfield, Blair, and Herman communities on possibilities of implementing housing rehabilitation program.

Heartland 2050 Regional Vision (730) –

Objective:

To oversee Implementation of the Heartland 2050 Regional Vision project, moving the work forward through development of a committee structure, hosting semi-annual summits, convening workgroups to select and complete projects and developing metrics to measure and show progress.

Program Activity

- Facilitated meeting with Chairs and Vice Chairs of Heartland 2050 to develop infrastructure for work teams.
- Met with Executive Committee Chair to review bylaws to be proposed at October meeting, including a succession plan for Chair. Reviewed vacancies for the upcoming year and discussed potential individuals to fill vacancies.
- Facilitated Infrastructure Implementation Committee meeting
- Reviewed, recommended and received approval to name Tim O’Brien (OPPD) as Vice Chair of the Executive Committee. (MAPA Board Chair, President Council of Officials)
- Extended invitation to Kyle Anderson to serve as Chair of Infrastructure Committee filling the vacancy created by Tim O’Brien moving to Vice Chair of Executive Committee.
- Met with Richard Christie (Director of Metropolitan Omaha Education Consortium) to extend an invitation to serve as Vice Chair of the Education Committee filling the vacancy by the resignation of Galen Boldt.
- Secured additional funding from the Iowa West Foundation and the Peter Kiewit Foundation to increase the number of people on the Salt Lake City Learning visit.
- Extended invitations to Salt Lake City team members. Secured contracts for flights and lodging.
- Hosted a forum with emerging leaders (under 40) and Zach Mannheimer prior to the Broadly Speaking event.
- Hosted the Broadly Speaking event with Zach Mannheimer.
- Facilitated the Equity and Engagement Committee meeting.
- Designed public participation plan in coordination of Park Avenue neighborhood planning process

Revolving Loan Funds (760) –

Objective:

To administer CDBG re-use funds on behalf of local jurisdictions in Douglas, Sarpy and Washington counties, and to oversee MAPA Nonprofit Development Organization Revolving Loan Fund.

Program Activity

- Continued administration of MAPA Nonprofit Development Organization Revolving Loan Fund

program; working with Nebraska Department of Economic Development and City of La Vista to “de-federalize” original loan fund balance.

- Continued to service CDBG re-use loan made to KB Quality Meats, LLC in Blair; 21 of 84 monthly payments have been received.
- Presented to City of Blair LB 840/CDBG Re-use Committee on City’s re-use program and statutory requirements of prospective loan projects.
- Met with Gateway Development Corporation Executive Director and loan applicant to discuss re-use program requirements and overall project.

Management Assistance (790) –

Objective:

To provide management and administrative assistance to member jurisdictions such as Personnel Policies, Job Descriptions, etc.

Program Activity

- No activity this month.

Publications (810) –

Objective:

Publicize MAPA activities and accomplishments to member jurisdictions, state and local officials and the public.

Program Activity

- Developed content and design for 2016 Annual Report and sent to printer for publication
- Developed content for and published July/August edition of What’s Happening newsletter

810 End Products		Schedule
01	Newsletter	Bi-monthly
02	Annual Report	October 2017
03	Regional Officials Directory (Update)	Spring 2018
04	Product Development	Ongoing

Public Information and Communications (840) –

Objective:

Provide transportation-related data to public and private sector representatives.

Program Activity

- Wrote and disseminated news releases for Little Steps Big Impact school monitoring program, 2040 LRTP amendment #4, and Heartland 2050 Broadly Speaking event with Zach Mannheimer
- Wrote and published public notices for MAPA September Committee and Board meetings
- Made numerous posts to Facebook regarding MAPA programs and projects
- Held interview with KETV on walkable communities and Heartland 2050 event with Zach Mannheimer.

840 End Products		Schedule
01	Transportation Information	Ongoing
02	Libraries	Ongoing
03	Website and Social Media	Ongoing

Transportation Program Administration (940) –

Objective:

Provide for efficient administration of MAPA’s Transportation programs.

Program Activity

- Held staff meeting to discuss FLSA changes and impacts on MAPA policies
- Reconciled yearly grant reimbursement for FHWA and FTA
- Submitted quarterly reimbursement requests
- Prepared and submitted FFR reports
- Review of monthly and quarterly reports
- Oversight of program administration
- UPWP administrative modification

940 End Products		Schedule
01	Program Administration	Ongoing

02	Contracts	Ongoing
03	Unified Planning Work Program (UPWP)	Ongoing
04	Agreements	Ongoing
05	Certification Review Action Plan	Ongoing

Employee Benefit Administration (970) –

Objective:

Provide management of agency benefits, retirement, health and life insurance program.

Program Activity

- Held open enrollment for health insurance and voluntary life insurance
- Held educational meeting for employee retirement plans

Fiscal Management (980) –

Objective:

Develop the annual budget and cost allocation plan. Track revenues and expenditures. Prepare invoices. Assist with the annual audit and other fiscal activities.

Program Activity

- Communicated billing issues to MAPA’s sub recipients and consultants.
- Prepared and presented financial reports to the finance committee.
- Prepared quarterly reimbursement requests for grants.
- Working on year end reconciliations.
- Prepared quarterly FFR reports.
- Prepared workpapers for annual audit

General Administration (990) –

Objective:

Undertake administrative activities including personnel activities, computer / technology support, and clerical support.

Program Activity

- Prepared policy changes for new FLSA salary requirements
- Provided administrative support to the agency

METROPOLITAN AREA PLANNING AGENCY
2222 Cuming Street
Omaha, Nebraska 68102

Subcontractor's Payment Authorization

Contractor: Douglas County GIS

Contract Approved by Board of Directors: March 2013

Contract Amount of: \$8,000

Payment # 1

Final Payment

1. Computation of Payment

Bill to Date	\$8,000.00
Less Previous Payments	<u>-0-</u>
Payment Due this Date	\$8,000.00

2. Payment Approved

RECOMMENDED PAYMENT BY:

Executive Director

Payment approved by Finance Committee _____

Treasurer

Payment Approved by Board of Directors _____

Chairman, MAPA Board of Directors

Remit To :

Douglas County Treasurer
RM H03 Acct Division
1819 Farnam St
Omaha NE 68183

Bill To :

METRO AREA PLANNING AGENCY
2222 CUMING ST

OMAHA NE 68102-4328

Ship To :

Customer # 18276

Sales Order #

Invoice # 33632

Invoice Date : 05-AUG-16

Terms : 30 NET

Transaction Type : GIS Dept

Total due (\$) : 8,000.00

TEAR AT THE DOTTED LINE

PLEASE RETURN TOP PORTION WITH REMITTANCE

(Not including your Douglas County invoice with payment could delay processing)

Item No	Description	Qty Ordered	Qty Invoiced	Unit Price	Extended Price
1	GIS Dept Project Management Services for 2016 NIROC Project (aerial photos) 93 hours	1	1	8000.00	8000.00
	SPECIAL INSTRUCTIONS		DUE DATE		TOTAL DUE
			04-SEP-16		\$8,000.00

MAPA Expense Authorization Voucher	
Date	8/5/14 amt. 8,000.00
Project	41007-01
Account	10-5400
Grant	16-NIROC-NIROC1
Acc'tg. Dir.	MFZ
Exec. Dir.	
Treasurer	

MAPA CONTRACT COVER PLATE
(AMENDMENT 2)

CONTRACT IDENTIFICATION

1. Contract Parties: MAPA/ Heartland Family Service – JARC NE-37-X008-03
2. Project Number: 440.5 Job Access Reverse Commute
440.6 Mobility Coordination
3. Effective Date: July 1, 2013
4. Completion Date: February 28, 2017

CONTRACT PARTIES

5. Contractor Name and Address

Heartland Family Service
1515 Avenue J
Council Bluffs, IA 51501
6. The Planning Agency

The Omaha-Council Bluffs Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, Nebraska 68102

ACCOUNTING DATA

7. Contract - \$161,350.00 of FTA/JARC (CFDA 20.516) funds less independent audit and inspection fees, unless acceptable compliance with OMB Circular A-133 can be substituted, plus \$123,100 in matching funds.

DATES OF SIGNING AND MAPA BOARD APPROVAL

8. Date of MAPA Finance Committee Approval:

AMENDMENT TO THE AGREEMENT BETWEEN
THE OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
AND
HEARTLAND FAMILY SERVICE
JARC NE-37-x008-03

This amendatory agreement made and entered into as of this twenty-ninth day of September, 2016 by and between Heartland Family Service, 1515 Avenue J, Council Bluffs, Iowa 51501 (herein called "The Contractor") and the Omaha-Council Bluffs Metropolitan Area Planning Agency, 2222 Cuming Street, Omaha, Nebraska 68102 (herein called the "Planning Agency"),

WITNESSETH THAT:

WHEREAS, the Planning Agency and Contractor entered into an agreement dated July 1, 2013 which Agreement is identified by Contract Number JARC NE-37-x008-03 and,

WHEREAS, the parties to that Agreement now desire to amend the Agreement as specified in item 4. Completion Date on the Contract Cover Plate and contract paragraph 6 Time of Performance.

NOW, THEREFORE, the parties hereto agree:

THAT, the Completion Date, as specified as item 4 on the Contract Cover plate of said Agreement dated July 1, 2013 identified by Contract Number JARC NE-37-x008-03 be and is hereby amended to read as follows:

4. Completion Date: February 28, 2017

AND THAT, the Time of Performance paragraph as specified in item 6 on page 3 of said Agreement dated July 1, 2013 identified by Contract Number JARC NE-37-x008-03 be and is hereby amended to read as follows:

6. TIME OF PERFORMANCE

The Contractor agrees to perform the services of this Agreement as outlined in the FY2014 Program and stated herein, within the time of this Agreement. The agreement shall cover work performed beginning July 1, 2013 and ending February 28, 2017

IN WITNESS WHEREOF, the Planning Agency and the Contractor have executed this Contract as of the date first above written.

HEARTLAND FAMILY SERVICE

Attest _____

By _____

Print Name and Title

OMAHA-COUNCIL BLUFFS METROPOLITAN
AREA PLANNING AGENCY

Attest _____

By _____
Chairman, Board of Directors

MAPA Project Selection

Guidance Document for STP-MAPA Project Selection
FY2017-2022 Transportation Improvement Program

Approved:

ProSeCom

TTAC

Board

B) Alternative Transportation Projects

General Guidelines

Projects seeking funding as Alternative Transportation Projects under MAPA’s Surface Transportation Program funding should apply for Transportation Alternatives Program (TAP) funding. If the annual requests for TAP-MAPA funding exceed what is available, the Transportation Alternatives Program Committee will make a recommendation of projects to the Project Selection Committee for consideration along with other requests to STP. These recommendations will be evaluated and considered along with System Management projects for approximately 10-25 percent of the any allocation of funding available for STP-MAPA projects. This process ensures that all applications for regional funding are competitive and are evaluated against similar projects seeking regional funding.

C) Transportation System Management Projects

General Guidelines

Together with Alternative Transportation Projects, Transportation System Management Projects are targeted to compose 10-25 percent of MAPA’s total annual STP apportionment. Systems management is a broad term that encompasses planning studies, Intelligent Transportation System activities, signal coordination projects, or any other transportation project that enhances the operation of the transportation system.

D) Heartland 2050 Mini-Grant Projects

General Guidelines

Up to \$250,000 in Nebraska and \$80,000 in Iowa may be allocated from MAPA’s total annual STPBG apportionment for projects selected under the Heartland 2050 mini-grant program. The Heartland 2050 Policy Guide details the method for selecting and funding projects. Projects chosen through this process will be reviewed by TTAC and submitted to the Board of Directors for final approval.

Selection Criteria and Total Points

Percentage of Local Match

While there is a minimum requirement of 20 percent local match for Federal-Aid projects, MAPA encourages submitting jurisdictions to take a greater stake in their projects. Points awarded for overmatching are shown below.

- 50+ percent Local Match
 - **15 points**
- 40 – 49 percent Local Match
 - **10 points**
- 30 – 39 percent Local Match
 - **5 points**

Intelligent Transportation System – Delay Reduction (LOS)

Submitting jurisdictions are asked to quantify the delay reduction by means of a intersection level of service impact at intersections or along corridors resulting from a successful ITS deployment. ITS focused level of service improvements will be scored on the below matrix:

ITS Deployment Delay Reduction		
No Build LOS	Deployment LOS	Points
F	A	15
F	B	12

Conflict of Interest Disclosure Form for LPAs for Local Federal-aid Transportation Projects

Project Owner (LPA):

Project Name:

Project Number:

Project Control Number:

As LPA's Employee / Board Member for the above local Federal-aid transportation project, I have:

1. Reviewed the Conflict of Interest Guidance Document found on the NDOR website (attached); and
2. Reviewed the Conflict of Interest laws, including 23 CFR § 1.33, 49 CFR 18.36 and Neb. Rev. Stat. §§ 49-1401 to 1444 and 49-1493 to 14,104, and in particular, 49-14,101 to 14,103.07; and
3. Reviewed the reverse side of this form, "How Do I Determine Whether I Have a Conflict of Interest?"

And, to the best of my knowledge, determined that, for myself, any official, employee or agent of LPA, including family members and personal interests of the above persons, involved with consultant procurement and management of the project there are:

No real or potential conflicts of interest

If no conflicts have been identified, complete and sign this form and submit to NDOR

Real conflicts of interest or the potential for conflicts of interest

If a real or potential conflict has been identified, describe on an attached sheet the nature of the conflict, including the information requested on the reverse side of this form for the type of conflict being reported, and provide a detailed description of LPA's proposed mitigation measures (if possible). Complete and sign this form and send it, along with all attachments, to NDOR.

Print Name:

Title:

Signature

Date

How Do I Determine Whether I Have a Conflict of Interest?

The following Sections are provided as guidance to LPA in determining whether a real or potential Conflict of Interest (COI) exists and in disclosing details concerning potential conflicts of interest. Please also review “The Law” and “Definitions” sections of the Guidance Document.

Section 1 – LPA Officer, Employee or Agent COI

Are there any officials, employees or agents of your LPA who are employed, on a full or part-time basis, by any **Private Business that Provides Goods or Services for Transportation Projects**, or who may currently have, or within the last two years did have, a **Personal Interest, Financial Interest** or any **other interest** in such Private Business, as those terms are defined in the Conflict of Interest Guidance Document?

If yes, please list on an attached sheet; (1) the name, address and phone number of the person(s); (2) the title and detailed job description of the position(s) held with LPA, including whether they have any duties concerning the negotiating, approving, accepting or **administering** of any contract or subcontract for LPA’s federal-aid transportation project; (3) the name, address and phone number of the person(s) employing or interested Private Business(s); (4) the title and detailed job description of the position(s) held with that/those Private Business(s); and/or (5) all information known about the personal, financial and/or other interest of the person(s) in that/those Private Business(s). (For this document, **administering** includes any duties of oversight, contract compliance, evaluation or enforcement, but does not include the duties of paying or processing invoices that are reviewed and approved by others with LPA.)

Section 2 – Persons Associated with LPA, Financial or Personal Interest COI

Section 49 CFR 18.36(b)(3) Procurement, extends the potential for conflicts of interest to persons **associated with** an LPA official, employee or agent. There may be a conflict of interest on a federal-aid transportation project if a person associated with an LPA official, employee or agent has a **Financial Interest** or **Personal interest** in a **Private Business that Provides Goods or Services for Transportation Projects**. These indirect conflicts of interest can extend to the following persons associated with an LPA official, employee or agent; (a) any member of his [or her] **Immediate Family**; (b) his [or her] partner; or (c) an organization or Private Business which employs, or is about to employ, the LPA official, employee or agent, their Immediate Family or partner. Are there any officials, employees or agents of your LPA who have **persons associated with** them (as listed in the preceding sentence) who are employed, on a full or part-time basis, by any **Private Business that Provides Goods or Services for Transportation Projects**, or who may currently have, or within the last two years did have, a **Personal Interest, Financial Interest** or any **other interest** in such Private Business, as those terms are defined in the Conflict of Interest Guidance Document?

If yes, please list on an attached sheet; (1) the name, address and phone number of the person(s) associated with the LPA official, employee or agent; (2) a detailed description of their relationship to LPA, including the name, address, phone number and LPA position held by the official, employee or agent of LPA; (3) a detailed description of the duties of the official, employee or agent of LPA, including whether that person(s) has any duties for the LPA concerning the negotiating, approving, accepting or **administering** of any contract or subcontract for the LPA’s federal-aid transportation project; (4) the name, address and phone number of the Private Business(s); (5) the title and detailed job description of the position(s) held with Private Business(s); and/or (6) all information known about the personal, financial and other interest in that/those Private Business(s).

Section 3 – Real Estate COI

Are there any officials, employees or agents of LPA, or persons associated with the officials, employees or agents, who have an ownership interest in land that may be needed, directly or indirectly, temporarily or permanently, for the construction of a proposed or active federal-aid transportation project (including land that may be needed for contractor’s use or for materials to be used on the project, such as fill material, sand or gravel)?

If yes, please list on an attached sheet; (1) the name, address and phone number of the owner(s); (2) a detailed description of the owner(s) relationship to LPA, including the name, address and phone number of the official, employee or agent of LPA; (3) the address, legal description, and a map or aerial photo identifying the location of the property; (4) a description of the potential need or use of this property for the federal-aid transportation project; and (5) a declaration by the LPA official, employee or agent that they will comply with the third sentence of 23 CFR Section 1.33.

AGENDA # B MOTION by: Richards SECOND by: Paben

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRAY (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HANAFAN (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KINDIG (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KOHN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RICHARDS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STOTHERT <u>Paben</u> (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALSH (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SANDERS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AGENDA # C MOTION by: Kohn SECOND by: Walsh

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRAY (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HANAFAN (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KINDIG (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KOHN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RICHARDS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STOTHERT <u>Paben</u> (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALSH (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SANDERS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AGENDA # F MOTION by: Richards SECOND by: Duda

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRAY (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HANAFAN (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KINDIG (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KOHN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RICHARDS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STOTHERT <u>Paben</u> (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALSH (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SANDERS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AGENDA # G.1

MOTION by: Paben

SECOND by: Kohn

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRAY (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HANAFAN (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KINDIG (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KOHN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RICHARDS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STOTHERT (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALSH (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SANDERS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AGENDA # H.1

MOTION by: Kindig

SECOND by: Duda

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRAY (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HANAFAN (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KINDIG (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KOHN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RICHARDS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STOTHERT (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALSH (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SANDERS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AGENDA # _____

MOTION by: _____

SECOND by: _____

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRAY (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HANAFAN (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KINDIG (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KOHN (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RICHARDS (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STOTHERT (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALSH (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SANDERS (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Omaha - Council Bluffs
Metropolitan Area
Planning Agency

Connect. Plan. Thrive.

Sign In Sheet

Date: 9/29/2014

Meeting: Board of Directors

Name:

Representing:

Email:

Phone:

1. Brandie Neumann

NDOR

brandie.neumann@ndora.gov 402-479-4778

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Omaha - Council Bluffs
 Metropolitan Area
 Planning Agency

Date: 9/29/2014

Connect. Plan. Thrive.

Committee/Meeting Name: Board of Directors

PUBLIC COMMENT REQUEST FORM

This meeting of the Metropolitan Area Planning Agency Board of Directors will be conducted in compliance with the Nebraska Statutes of the Open Meeting Act. For reference, The Open Meeting Act is posted on the wall of the Board Room.

NAME	ORGANIZATION	TOPIC

* Individuals interested in addressing the MAPA Board of Directors during the Public Comment period about agenda items should identify themselves by name and address before speaking. Individuals interested in addressing the MAPA Board of Directors regarding non-agenda items must sign the request to speak list located in the Board Room prior to the beginning of the meeting.

Requests to speak may also be made to MAPA in writing by regular U.S. mail or email (mapa@mapacog.org) provided that requests are received by close of business on the day prior to the meeting. Speakers will be limited to three minutes. The presiding officer shall have authority to limit discussion or presentation by members and non-members of the Board of Directors or to take other appropriate actions necessary to conduct all business in an orderly manner.